

INITIAL ENVIRONMENTAL IMPACT STUDY  
AND NEGATIVE DECLARATION  
FOR  
BERKELEY MASTER PLAN

Prepared in accordance with the requirements  
of State and Local Guidelines pursuant to  
the California Environmental Quality Act

The plan reviewed in this document  
was developed by the

BERKELEY PLANNING COMMISSION

City of Berkeley  
Comprehensive Planning Department  
October, 1976





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NEGATIVE DECLARATION  
BERKELEY PLANNING DEPARTMENT  
BERKELEY, CALIFORNIA 94704

December 9, 1976

Date

TO: Alameda County Clerk  
1225 Fallon Street  
Oakland, California

It is hereby declared that the project described below will not have a significant effect upon the environment.

Project: Adoption of a New Master Plan for the City of Berkeley

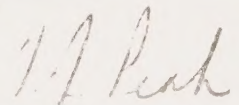
An Initial Study of the potential of the policies and programs of the proposed Master Plan to adversely affect the environment has been prepared by and is available for review at, the Comprehensive Planning Department, 2030 Milvia Street, Berkeley. The Director of the Comprehensive Planning Department has determined, based upon the findings and analysis of the Initial Study, that the project will not cause a significant effect upon the environment.

Although some projects in the future may be said to flow from the Plan and may require an EIR, it is not seen that adoption of the policies themselves would result in detrimental effects. The methods used to implement policies will be a determining factor and these methods can include actions taken to mitigate any adverse effects. In fact, one of the major thrusts of the Plan is the re-affirmation and strengthening of the role of citizens in decisions, plans and projects. The policies in the Master Plan are general and leave open the possibility of alternative methods of implementation and application. It is in this area of discovery of alternatives and of ways to mitigate adverse impacts that EIR's are most effectively used.

Persons wishing to comment on this determination may do so in writing to the Department or in writing or by direct testimony to the City Council on or before the date set by the Council for a public hearing to consider adoption of the Master Plan. Any communications received by the Department will be transmitted to the City Council. The City Council hearing will be advertised in local newspapers in accordance with local ordinance.

The City Planning Commission of the City of Berkeley approved the Initial Study and adopted this Negative Declaration on December 8, 1976, and recommended approval and certification of the Negative Declaration by the City Council.

The filing of a Negative Declaration is subject to challenge until thirty (30) days after this notice is received by the County Clerk.

  
Thomas F. Peak, Secretary  
Planning Commission

1. The first part of the paper discusses the importance of the study and the objectives of the research. It also provides a brief overview of the literature review and the methodology used in the study.

2. The second part of the paper presents the results of the study. It includes a detailed analysis of the data collected and a comparison of the findings with the previous research. The results are presented in a clear and concise manner, using tables and figures where appropriate.

3. The third part of the paper discusses the implications of the study. It highlights the key findings and their significance for the field of research. It also provides recommendations for future research and practical applications.

4. The fourth part of the paper concludes the study. It summarizes the main points of the paper and reiterates the importance of the research. It also provides a final statement on the findings and their implications.

5. The fifth part of the paper is a reference list. It contains a list of all the sources cited in the paper, including books, journals, and other references. The references are listed in alphabetical order.

6. The sixth part of the paper is an appendix. It contains additional information that is not included in the main body of the paper. This may include raw data, detailed calculations, or other supplementary material.

7. The seventh part of the paper is a glossary. It contains definitions of key terms and concepts used in the paper. This helps to ensure that the reader understands the terminology used in the study.

8. The eighth part of the paper is a list of figures. It contains a list of all the figures included in the paper, along with a brief description of each figure. This helps the reader to locate the figures and understand their content.

9. The ninth part of the paper is a list of tables. It contains a list of all the tables included in the paper, along with a brief description of each table. This helps the reader to locate the tables and understand their content.

10. The tenth part of the paper is a list of abbreviations. It contains a list of all the abbreviations used in the paper, along with their full names. This helps the reader to understand the abbreviations used in the study.



# M E M O R A N D U M

To: Planning Commission Members

From: Thomas F. Peak, Director of Comprehensive Planning

Subject: NEGATIVE DECLARATION FOR PROPOSED MASTER PLAN

October 28, 1976

Attached is the staff Initial Study, and a proposed Negative Declaration for the project of adopting a new Master Plan. A Negative Declaration or a draft EIR is required under state and local guidelines implementing the California Environmental Quality Act.

The conclusion of the Initial Study is that significant environmental impacts are not expected as a result of the project, and it is recommended that a Negative Declaration be filed. This conclusion is based upon the environmental analysis, which subjects each element of the Plan to the test of "significant effect" and finds negatively in each case.

Although some projects in the future may be said to flow from the Plan and may require an EIR, it is not seen that adoption of the policies themselves would result in detrimental effects. The methods used to implement policies will be a determining factor and these methods can include actions taken to mitigate any adverse effects. In fact, one of the major thrusts of the Plan is the reaffirmation and strengthening of the role of citizens in decisions, plans and projects. The Policies in the Master Plan are general and leave open the possibility of alternative methods of implementation and application. It is in this area of discovery of alternatives and of ways to mitigate adverse impacts that EIR's are most effectively used.

In order to file a Negative Declaration, state (and local) guidelines require "a certification that the Negative Declaration was reviewed and specifically adopted by the appropriate decision-making body making the final decision on the project" (15083(b)(6)).

Since the City Council will make the final decision on the Master Plan by adopting it by resolution, the certification of the Negative Declaration will ultimately be the responsibility of the City Council. The City of Berkeley local guidelines provide that the Planning Commission is also responsible for certifying environmental documents for city projects. At this point it is the responsibility of the Planning Commission to take action certifying the Negative Declaration.

Should the Commission conclude that the project would have a significant effect upon the environment, the Commission should take action recommending that the City Council authorize funds for a complete Environmental Impact Report. A Negative Declaration or recommendation that an EIR be prepared should accompany the proposed Master Plan when it is transmitted to the Council.

## Zoning Amendments

In its present form of recommendations for future action, the separate Commission report on zoning amendments is not a project and does not require an EIR.

The zoning map amendment process requires public hearings on specifically defined proposed amendments and any or all of said amends will require environmental review at the time they are actually initiated.

#### Recommendation

It is recommended that the City Planning Commission (1) certify that the proposed Master Plan will not have a significant effect upon the environment and that a Negative Declaration be filed on the project; and (2) authorize the filing of a Negative Declaration on a tentative basis pending confirmation by the City Council.



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## PREFACE

This Environmental Impact Initial Study has been prepared pursuant to the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the City of Berkeley's Guidelines for Implementing the California Environmental Quality Act as adopted by the City Council in July, 1974 and revised January 31, 1975.

An Environmental Impact Study is an information document which, when fully prepared in accordance with CEQA and the City's Guidelines, will inform public decision-makers and the general public of the environmental effects of projects they propose to carry out or approve. A Project is defined, in summary, as "the whole of an action, which has a potential for physical impact on the environment, directly or ultimately, that is an activity directly undertaken by the City including, but not limited to, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof ..."

Since this project is not exempted from the requirements of CEQA, this Initial Study has been prepared by the Comprehensive Planning Department in conformance with the above-mentioned legislative directives. This document is a companion report to the Master Plan prepared by the Berkeley City Planning Commission. Based on this Study the Planning Commission will determine if an EIR is necessary.

## INITIAL STUDY

An Initial Study is, in effect, an introduction and summary of the EIR process and must contain the descriptive information specified in Sections 15141 (Description of Project) and 15142 (Description of the Environmental

Setting).<sup>(1)</sup> If any of the effects of the proposed Master Plan may have a substantial adverse impact on the environment, regardless of whether the overall effect of the project is adverse or beneficial, then an Environmental Impact Report (EIR) must be prepared.

The following maps are included in compliance with CEQA Guidelines:

- Maps showing the precise location and boundaries of the project

Regional Setting: San Francisco Bay Area

City of Berkeley Geology Map

- Maps showing the general location of the project in relation to major streets and public facilities

1972 24-Hour Traffic Volumes

City of Berkeley Facilities Map

- Maps showing the precise location and boundaries of the project in relation to the Special Study Zone established by the Alquist-Priolo Geologic Hazard Zone Act

Active Faults in the San Francisco Bay Area

Hayward Fault and Special Studies Zone

Composite of Natural Hazards

#### PROJECT DESCRIPTION

On April 12, 1955 the Berkeley City Council unanimously adopted Berkeley's first Master Plan which was to guide the future development of Berkeley over the ensuing twenty-five years. Although environmental concerns were not explicitly stated, there were numerous references to conservation of the city's resources as an important planning and policy-making consideration.

To the credit of the early planners, a majority of the regional assumptions which provided the background for local decisions have, over the years, proven quite accurate -- the development of ABAG (though not mentioned by name); con-



tinued growth of the Bay Area with population projections that were about 100,000 off for 1970 (the 1980 figure of 3,890,000 is now closer to ABAG's 1990 regional growth projection under the LOSOUTH 2 alternative, i.e., using a lower projection of overall population in combination with the higher share of employment growth continuing in the southern counties); (2) the increasing importance of Berkeley and Oakland in the Bay Area's urban core; and the further development of recreation facilities with an emphasis on the conservation and development of natural resources.

The two major regional assumptions that proved inaccurate were those that foresaw two more crossings of San Francisco Bay; and the continuing development of the submerged lands bordering the Bay, including the construction of an airport. Environmentalists turned these proposals around and the concern generated from these lands are now reflected in many of the new Master Plan elements -- saving the Bay, greater interest in acquiring and protecting open space, de-emphasis of the automobile, street management strategies for control of street tree insects,<sup>(3)</sup> to name a few.

In keeping with the environmental focus that planning took in California during the 1960's as well as to adhere to state policy concerning local planning (Title 7, Chapter 3 of the Government Code), additional elements were required to be included in local general plans, e.g., open space, seismic safety, noise, safety and scenic highway elements.

On April 17, 1973 the voters of Berkeley approved a Neighborhood Preservation Ordinance (NPO) "to deal with an emergency situation arising from current development trends in the city of Berkeley". The NPO stated there had been no substantial reconsideration and revision of Berkeley's Master Plan since its adoption, and there appeared to be a need for a thorough review that took into consideration current policy and trends. The NPO Ordinance was also cited as being deficient, particularly with respect to low-income housing provisions.

The Planning Commission's draft Master Plan (July 1976) is a document of suggested policy direction for the City in those subject areas discussed. There is no specific time frame for these policies. Obviously some types of costly improvements such as transit and open space are by necessity long range while others are of shorter range impact. Crucial importance is the process for plan maintenance and review.

The draft Master Plan has the following elements:

- (1) Land Use Element
- (4) Housing Element
- (2) Transportation Element
- (3) Open Space, Conservation and Recreation Element
- (5) Seismic/Safety Element
- (6) Noise Element
- (7) Citizen Participation Element
- (8) Implementation

#### ENVIRONMENTAL DESCRIPTION

The City of Berkeley is centrally located within the San Francisco Bay Area urban core. Situated on the eastern shore of the Bay, Berkeley, with a population of 114,000, is Alameda County's second largest city; the City of Oakland, with a population in 1970 of 361,561, is the county's largest. Berkeley is bordered on the north by the city of Albany and the Kensington area of Contra Costa County; on the east by Charles Lee Tilden Regional Park (Contra Costa County) and on the south by the cities of Oakland and Emeryville.

#### Land Use

Berkeley remains a predominantly built-up city where the population has remained stable over the past two decades and the living (residential) and non-living (industrial, institutional, commercial) areas are mostly well defined. By the middle of 1974, Berkeley had its major land uses distributed in approximately the following amounts of acreage:



# SAN FRANCISCO BAY AREA

Scale of Miles  
0 1 2 3 4 5

FAIR  
FIELD



Residential....	2,964 acres (45%)	Public/Institution....	878 acres (1%)
Commercial.....	281 acres (4%)	Vacant.....	257 acres (4%)
Industrial.....	327 acres (5%)	Streets.....	1,796 acres (28%)

The implementation of the proposed Master Plan policies as presently framed will not drastically change the amount of acreage occupied by each land use, with the possible exception of residential uses which it is anticipated will increase. It is anticipated that such additional residential development will occur in combination with development of commercial properties which are presently underdeveloped or vacant; the Central Commercial Area is a prime focus for such development.

The Land Use Element, by proposing a reduction in residential zoning density throughout the city, proposes continuation of the fairly static population trend of the last twenty-five years. The Land Use Plan's "holding capacity" -- which is the theoretical number of dwelling units permitted under a given zoning classification multiplied by the presumed number of people who occupy each unit -- is approximately 120,000 persons, an upper limit recommended by the Planning Commission.

The Land Use Element reinforces the Housing Element policies which speak of conserving the existing housing stock.

### Population

In 1950, about the time of the city's first Master Plan, there were almost 114,000 people in Berkeley. Twenty years later there are still approximately 114,000 people in Berkeley. Although the population appears to be static over the last two decades, in fact substantial changes have occurred. The White population (including Spanish Heritage) in 1950 comprised about 85% of the total population, while the Black population had increased to 14%. In addition, a substantial Asian population was present in 1970 as well as a growing Spanish speaking group, the latter not counted in 1950. One feature of Berkeley's population, non-existent in 1950, is the existence of a large number of young adults



# BERKELEY FACILITIES



## DEPARTMENT OF PUBLIC WORKS



66 30.00



mostly White, who are not University of California students. They are primarily more affluent, unattached persons and childless couples.<sup>(4)</sup>

While the total number of persons living in Berkeley has remained substantially the same since 1960 there has been an increase of approximately 9,000 households in the city. During the same period of time the number of housing units also increased, however, they did not keep pace with the increase in households. One result is a very low vacancy rate. Therefore, proposed land use policies which represent a no-growth position must take into account the need to accommodate an ever increasing younger resident population, the tightening housing squeeze and rising price of housing.

#### Topography/Seismicity

Between the foothills on the east and the Bay to the west, the city is made up of coalescing water-saturated alluvial sedimentation. Stream erosion and sheet wash has slowly worn away the original (Pleistocene) layers consisting mainly of mixtures of clay, sand, silt and gravel. The underlying bedrock consists primarily of sandstones, shales and other members of the Franciscan formation. Within the Hayward Fault Zone the bedrock consists of heavily sheared rock or "fault gouge".

The alluvial plain rises gradually to a block of hills to the east which lie in a northwesterly-southeasterly direction. South of the University of California campus the hills are steep and join the plain abruptly; most of the hill area north of the campus has a slope of less than 20%. The highest point in the city is approximately 1,100 feet above sea level. Factors such as steepness of slope, the presence of soft and unconsolidated sediments plus extensive water content in the ground render the hill areas subject to landslides during an earthquake.



## FAULTLINES AND SOILS IN BERKELEY



This map is a copy of a portion of a map entitled "Preliminary Geologic Map and Engineering Geologic Information, Oakland and Vicinity, California," authored by Dorothy Radbruch and J. C. Case in 1967 and published by the United States Geological Survey (U.S.G.S.) of Menlo Park, California. Its use, for anything other than general information, will necessitate a review of that map and its supporting documents.



The Waterfront area and the portions of the Flatlands immediately adjacent to creeks and water streams present tendencies to sudden losses of bearing strength (liquefaction) during seismic activity.

The Hayward Fault, a major easterly tributary of the San Andreas Fault, runs along the front of the Berkeley hills in a zone several hundred feet wide. This fault has produced two major earthquakes (1836 and 1868) and numerous small ones. Structures and utilities built directly over the fault, including the California Memorial Stadium, are directly affected by the fault's lateral creep. The northeast side of the fault is moving in a northerly direction at a rate of .11 inches a year.

A 7+ magnitude earthquake along this fault could produce strong ground shaking and a ground displacement of several feet. However, engineers from U.C. Berkeley have recently pointed out that buildings can now be constructed that can withstand earthquake shocks while standing within a block of an earthquake fault. Recent engineering breakthroughs have allowed even high-rise buildings to escape damage during earthquakes. Apparently tall buildings experience the most damage when they are on deep soils and low buildings suffer most damage when they are on shallow soils.



# ACTIVE FAULTS IN SAN FRANCISCO BAY AREA

SOURCE: "Active Faults in the Southern Part of the S.F. Bay Region,"



# Hayward Fault and Special Studies Zone

Figure 4



Special Studies

Zone Boundaries



Potentially Active Faults

Solid line where

accurately located, long  
dash where approximately  
located, short dash where  
inferred.

Source.

U.S.G.S. & State Geologist  
1974



STREET NUMBERS  
Number shown here is a reference only and  
not a guarantee of accuracy. Street names of areas  
covered by this map are not shown on this map.

U.S. GEOLOGICAL SURVEY  
BOSTON  
MASSACHUSETTS  
1974



# COMPOSITE OF NATURAL HAZARDS

BERKELEY  
ALAMEDA COUNTY  
CALIFORNIA

## SEISMIC HAZARDS

(Hayward Fault)

Special Studies Zone Boundaries

Potentially Active Faults

-accurate location

-approximate location

Liquefaction

Small Landslide Areas

Major Landslide Areas

Tsunami

## FIRE HAZARDS

Panoramic Hill

## FLOOD HAZARDS

Reservoir  
Inundation

100 Year Flood

Distortion of street and sidewalk  
due to landsliding, fault movement  
or both.

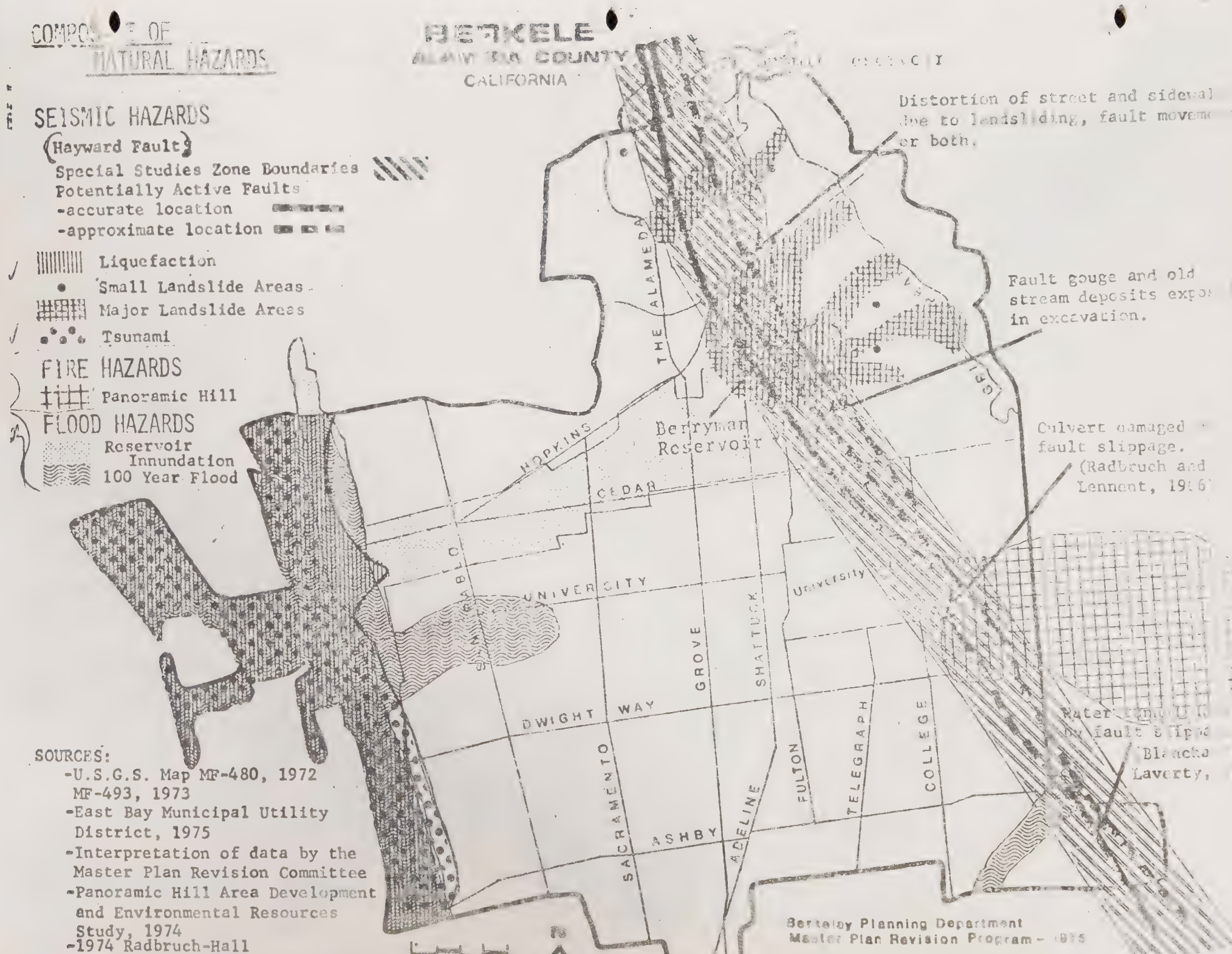
Fault gouge and old  
stream deposits exposed  
in excavation.

Culvert damaged by  
fault slippage.  
(Radbruch and  
Lennett, 1946)

## SOURCES:

- U.S.G.S. Map MF-480, 1972  
MF-493, 1973
- East Bay Municipal Utility  
District, 1975
- Interpretation of data by the  
Master Plan Revision Committee
- Panoramic Hill Area Development  
and Environmental Resources  
Study, 1974
- 1974 Radbruch-Hall  
Hayward Fault Map

Berkeley Planning Department  
Master Plan Revision Program - 1975





Even without earthquake, parts of the Berkeley hills pose a fire hazard problem because of the nearby densely wooded wildland, steep topography and narrow, winding roads. Flooding is a potential hazard in the Waterfront and West Berkeley areas and above Claremont Avenue in the southeast portion of the city. Master Plan policies, in recognition of Berkeley's high susceptibility to natural hazards speaks of developing levels of acceptable exposure to risks associated with natural hazards.

#### Climate:

Berkeley's climate is classified as a summer dry Mediterranean type, with warm summers, mild winters, and frequent fog (Köppen climate formula - Csa). The University of California's weather station has recorded a high of 106° and a low of 24° for Berkeley. The following table presents extreme and average temperatures by month for Berkeley.

Berkeley Temperature, by Month, in Degrees Fahrenheit (5)

	J	F	M	A	M	J	J	A	S	O	N	D
Extreme High	77	80	87	91	91	101	97	92	106	99	86	76
Mean High	55.3	58.5	61.1	63.9	66.0	69.4	69.5	69.1	71.2	69.2	63.3	56.7
Mean	48.5	51.2	53.2	55.4	57.8	60.9	61.4	61.4	62.6	60.5	55.5	50.0
Mean Low	42.2	44.6	48.8	47.7	49.9	52.4	53.7	54.1	54.5	52.3	47.9	43.6
Extreme Low	28	29	34	36	36	42	42	46	46	39	33	30

Source: Compiled from statistics maintained by the U.S. Dept. of Commerce

#### Air Quality: (6)

The center of the San Francisco Bay Area, within which Berkeley is situated, is a large shallow basin surrounded by hills, which slopes into series of sheltered valleys. This topography alone gives the area great potential for trapping and accumulating air pollutants. Within this basin, contaminants are emitted at a fairly constant rate throughout the year. Yet pollution concentrations present in the air fluctuate widely from day to day and season to season, depending on the weather.

The amount of air available to dilute pollutants depends primarily on two factors: the horizontal airflow, measured by wind speed; and vertical mixing. Vertical mixing is severely limited when a layer of warm air lies above a layer of cooler air. This is a reversal of the atmosphere's normal decrease of temperature with altitude, and is called an "inversion layer". Inversions characterizing California summers are caused by downward vertical motion, called subsidence, which compresses and heats the air. Summer subsidence inversions persists throughout the day and occur over 90% of the time. Surface inversions typical of winter are formed by radiation as air is cooled in contact with the earth's cold surface at night. Winter radiation inversions occur on over 70% of the nights but are usually destroyed by heating in the afternoon, bringing rapid improvement in air quality. Both types of inversions may operate at any time of the year, and in the fall both may combine to produce the heaviest pollution.

Inversion and wind speed together determine the ventilation factor, the total volume of air available to dilute contaminants. Bay Area ventilation is normally adequate to disperse most pollution, but poor ventilation during warm, sunny months fosters the development of photochemical oxidant, creating a May to October "smog season". Other contaminants, such as carbon monoxide and particulates reach their highest levels in late fall and winter, but the shallow inversions that cause their build-up do not persist to result in as chronic a problem.

The Bay Area Air Pollution Control District (BAAPCD) maintains 18 continuous air monitoring stations. Information on the air quality of Berkeley is derived from measurements made at the Richmond station located at 1144-13th Street. Carbon monoxide, nitric oxide, nitrogen dioxide, total hydrocarbons, total oxidants and suspended particulate matter are the contaminants monitored. Wind direction, wind speed, relative humidity and percentage of sunshine are also measured. Sulphur dioxides are measured at Satellite Stations in North Richmond and Point Richmond. Although there is no monitoring station maintained by the BAAPCD in Berkeley, levels of most air pollutants do not vary greatly from one



station to the next and pollutant levels in Berkeley are taken from the Richmond station.

AIR POLLUTION IN THE BAY AREA BY SELECTED STATIONS AND CONTAMINANT: 1972-1974 (7)

For oxidant and for nitrogen dioxide, "max" is the highest hourly average value expressed in part per hundred million. For carbon monoxide "max" is highest 8 hour average in parts per million; 1972 uses 12 hour average. (the one-hour standard for CO was never exceeded during these years.) For sulfur dioxide, "max" is the highest 24-hour average value expressed in parts per million. For suspended particulates, "mean" is the annual geometric mean in micrograms per cubic meter.

1972

Stations	Oxidant		Carbon Monoxide		Nitrogen Dioxide		Sulfur Dioxide		Suspended Particulates	
	Max	*	Max	*	Max	*	Max	/	Mean	/
Richmond	12	7	9.1	0	16	0	.025	0	41	5.5
Oakland	12	1	7.2	0	20	0	-	-	-	-
San Leandro	17	15	-	-	-	-	-	-	-	-

1973

Richmond	17	9	9.6	2	21	0	.052	0.9	45	5.4
Oakland	22	8	8.9	0	22	0	-	-	-	-
San Leandro	28	26	-	-	-	-	-	-	-	-

1974

Richmond	11	1	7.0	0	15	0	.041	0	41	1.7
Oakland	13	3	9.5	1	25	1	-	-	-	-
San Leandro	18	20	-	-	-	-	-	-	-	-

Source: Bay Area Air Pollution Control District

Sunshine:

Berkeley is situated at 37° 53' north latitude providing maximum sunshine over a year of 57.9% of the time. Average sunshine by month ranges from as low as 44.2% in December to a high of 67.7% in June. The following table shows the monthly averages.

Mean Percentage of Possible Sunshine in Berkeley (5)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Avg.
Avg.	47.1	53.3	59.4	58.8	65.0	67.7	62.7	56.7	62.9	61.7	55.5	44.2	57.0
Years of Record	9	10	10	10	10	11	9	9	8	9	9	8	

\*Percentages based on total hours of sunshine divided by total hours of daylight. No adjustment for the false eastern horizon (the effect of the San Pablo Ridge) has been made.

Wind:

Berkeley has an average annual air movement of 7.2 miles per hour, mostly from the south, southwest and west. High velocity winds (over 22 mph) occur only on an average of .06% of the time. Gale force winds (over 39 mph) occur only an average of one hour yearly, with several years between such wind storms.

Precipitation:

Because of the pronounced summer drought, 34% of the mean precipitation of 23.5 inches occurs from November through March, mostly during heavy winter storms. Intensities seldom exceed .5 inches per hour or 2.5 inches during a 24-hour period. Over the course of a year there is an average of 16 days with a precipitation of greater than .5 inches. The following table shows the monthly means and extremes of Berkeley precipitation.

Berkeley Precipitation, By Month, In Inches (5)

	J	F	M	A	M	J	J	A	S	O	N	D
Highest	16.54	10.8	13.3	6.7	5.2	1.24	.44	.90	4.4	5.80	7.42	15.04
Mean	4.94	4.19	3.50	1.54	.80	.19	.02	.04	.40	1.21	2.35	4.22
Lowest	.00	2*	.03	T	0	0	0	0	0	0	0	.26

(\*T = Trace or less than .01 inch)



Water Resources:

The East Bay Municipal Utility District (EBMUD) of which Berkeley is a member, is a 302.7 square mile area in Alameda and Contra Costa Counties, which includes 16 incorporated cities and 14 unincorporated communities. EBMUD imports water from the Mokelumne River watershed, a 575 square mile section of the Sierra Nevada in Alpine, Amador and Calaveras Counties. The Mokelumne watershed supplies 95% of the District's water, with only 5% coming from local run-off. At the current rate of growth in District per capita water consumption, the Mokelumne source will be able to meet its demand until the mid-1980's. At that time supplemental source will be needed. EBMUD has already contracted with the U.S. Bureau of Reclamation to import American River water, and Folsom South Canal is now under construction to Clay, Sacramento County. Since required lead time on development of the American Aqueduct Project is eight to ten years, a bond election will be held by the District in 1976.

Flood Control: Flood control planning for the City of Berkeley is conducted by the Engineering Division of the Public Works Department. The storm drainage system for storms of 15-year intensity, with some of the more critical inlets accommodating storms of 25-year period.

Sewage Disposal: <sup>(9)</sup> Special District I (SDI), set up under the jurisdiction of the East Bay Municipal Utility District, handles wastewater treatment for six East Bay cities, of which Berkeley is one. The SDI Plant is located near the Bay on West Grand Avenue in Oakland. Wastewater is given primary treatment and is then disinfected by chlorination prior to discharge in the San Francisco Bay.

Construction of secondary treatment facilities, begun in 1973, will enable SDI to meet the latest federal standards requiring secondary treatment of wastewater by July 1977. A small pilot tertiary treatment facility is also planned. Less than one-tenth of one percent (.1%) of Berkeley's sewage is handled through septic tanks. Existing septic tanks which are working properly do not have to be removed unless the property owner is planning to undertake appropriate modification.

During the wet-weather season, the infiltration and inflow of storm water into the sanitary sewerage systems surcharges the systems and some portion of the combined sewage and storm water overflows directly into the Bay without treatment. A study was made in 1974 by the East Bay Municipal Utility District, in coordination with agencies within their service area to determine, as required under EPA Rules and Regulations, the presence or absence of excessive infiltration and inflow into the waste-water collection systems which discharge into the water pollution control plant.

The study also included the development of a program and time schedule to eliminate the maximum feasible amount of wet-weather flow into the system. The City of Berkeley, Department of Public Works, being one of the participating agencies, determined that the City has most of the typical problems, which include the direct inflows from roof and yard drains, broken defective sewers and laterals, and overflow lines from sanitary sewers into storm drains. The study established a cost-effective analysis of alternative corrective measures. In Berkeley, the cost for total elimination of infiltration and inflow would be over 100 million dollars, which would include the cost of disconnection of roof and yard drains, and sewer system rehabilitation.

Another approach that was considered was to treat the combined sewage and storm water that overflows into the Bay. This would require the construction of overflow storage tanks for later treatment. The City's sanitary sewers would also have to be enlarged in order to carry the additional flow.

The study indicates that the most cost effective system would be a combination of the two methods. Recommendations from the study have been forwarded to the federal government. The implementation of the recommendations would rely heavily on the federal grants due to large cost involved. The projected time of completion for the implementation would be the end of 1983. Costs to the City due to such a program cannot be determined at this time.

Exhibit "A" is a list of 11,000,000 of our most environmentally defective



EXHIBIT 'A'ENVIRONMENTALLY DEFECTIVE SANITARY SEWER (9)

	1975 Est. Cost
1. Josephine - Vine	\$56,000
2. Los Angeles - Alameda to Circle	38,000
3. Keith Backline - 1075 Keith to 1084 Cragmont	30,000
4. San Juan Avenue - Santa Clara to San Fernando	13,000
5. Halkin Lane - Spruce to Cragmont	19,000
6. Sunset Trail - Willow Walk to West end (Backline)	16,000
7. Alvarado Road, NCL to NCL	113,000
8. North of Eunice between Sutter & Milvia Backline	16,000
9. Regal Road - Cragmont to Hilldale	44,000
10. #55 Tamalpais through Codornices Park Backline	40,000
11. Capistrano - Peralta - San Lorenzo from Miramar to Albany Line	41,000
12. North of #100 Del Mar Sideline	16,000
13. Hillcrest Road	50,000
14. East Side of San Fernando - Thousand Oaks to North of San Ramon	23,000
15. Berryman - Josephine to Bonita	25,000
16. Milvia - Kittredge to Bancroft	15,000
17. The Alameda - Los Angeles to Solano	22,000
18. Los Angeles - Circle to Spruce	60,000
19. Rock Lane - Cragmont to North end	28,000
20. #783 Hilldale Ave. Backline	19,000
21. Dwight - Prospect to Easterly end	30,000
22. Hillcrest - #202 Hillcrest to #22 The Uplands	110,000
23. Halkin Walk Backline	31,000
24. Cragmont - Halkin to Acacia	44,000
25. Colorado - Michigan to Boynton	20,000
26. Michigan - Kentucky to North of Colorado	20,000

EXHIBIT "A" (Continued)

	<u>1975 Est. Cost</u>
27. Grove Street - Stuart to Ward	\$ 14,000
28. Ward - Grove to Milvia	25,000
29. Stuart - Grove to Grant	18,000
30. El Dorado - The Alameda to Lassen	25,000
31. Hilldale - Regal to Grizzly	100,000
32. Benvenue - Parker to 600' North	23,000
33. Scenic - Vine to Rose	33,000
34. Delaware - 10th Street to 9th Street	13,000
35. California - Allston to Bancroft	25,000
36. Hearst - Sacramento to Grove	91,000
37. Keeler - Marin to North end	38,000
38. Grant Street - Lincoln to Cedar	7,000
39. Panoramic Way	80,000
40. Forest Lane - Hilldale to Grizzly Peak	38,000
41. College Avenue - Alcatraz to Woolsey	25,000
42. Grant Street - Lincoln to Cedar	6,000
43. Misc. "High" Priority	321,000
44. Albany Outfall	170,000
45. Ashby - Potter Outfall	170,000



Noise: Until recently, noise in Berkeley has never been a serious community concern compared with other forms of pollution, although noise-related complaints come into the Police Department on the average of 2 or 3 calls per night. Ambient noise level monitoring was conducted within the City of Berkeley in September 1975 which resulted in a noise contour map indicating noise levels throughout the city over a 24 hour period, given in decibels. This map is included in the Noise Element of the Master Plan. In addition, the environmental impact report developed for the Neighborhood Traffic Study made a detailed noise analysis which included vehicular traffic noise indicators as well as a list of the auto noise on streets having major traffic shifts.

Energy: (6) Gas and electricity in the City of Berkeley are supplied by Pacific Gas and Electric Company. (Other forms of energy--propane, oil, gasoline, etc -- are furnished by other companies) PG&E obtains natural gas from the Southwest U.S., from California and from Canada. Overall, the PG&E system has a net normal generation capability of 13.1 million kw., including power purchased from other producers, to supply its service area in Northern and Central California. The company owns and operates 77 plants which use 5 primary energy sources. There are 12 thermal plants collectively using gas, oil, geothermal or nuclear sources and 65 hydroelectric plants. About 69 percent of the net peak capacity is from gas-and-oil-fueled plants, three percent from geothermal and nuclear plants and 20 percent from the hydroelectric plants. The remaining 17 percent is predominantly hydrocapacity purchased from other producers within the area. During good water years, however, about 50 percent of the total electric energy supply comes from hydro sources.

All electric power for distribution and sale in Berkeley is brought to Berkeley from outside the City. PG&E does not own any power generation facilities in Berkeley. All bulk electric power for distribution and sale in Berkeley is brought into the City over distribution lines at voltages of 12 kv and 4 kv from the north, east, and south of the City. Power is brought to the Grizzly substation, located on the University of California campus just outside of the city limits, over 115 kv transmission lines. At the Grizzly substation, the voltage is transformed from 115 kv to 12 kv for distribution. Eight distribution substations located throughout the city, transform voltage for 12 kv to 4 kv for distribution in local areas.

The electric distribution system in Berkeley is designed as an integral part of PG&E's overall East Bay distribution system; the reliability of the PG&E power supply for Berkeley is among the best in the nation.

PG&E has a branch service office and several substations in Berkeley. A service center in Richmond is the headquarters for operations and maintenance activity for the Berkeley system and other portions of the East Bay system.

PG&E's present plans for additional facilities to supply electricity to Berkeley are based primarily upon a study of historical trends in energy consumption, then projecting these trends into the future, taking into account building forecasts, energy conservation and other pertinent factors. Forecasts are made for individual cities on a local basis.

PG&E's plans for new facilities within the city call for construction of additional electric transformer capacity at PG&E's Station F at McGee and Hearst Streets in Berkeley to be fed by two new 115,000-volt underground transmission cables from Station G at Schmidt and Rivera Streets in El Cerrito (Only one cable would be installed initially. The second would follow when and if needed). From Station F, 12,000-volt underground feeders will radiate out to supply the additional demand in Berkeley. The new facilities at Station F and the new 115,000-volt cables are scheduled for operation in late 1977. However, if the rate of growth of electric demand diminishes because of energy conservation procedures, construction of these facilities would be postponed to a later date.



Street Trees: There are at least one hundred and twenty three species of street trees in the City of Berkeley. The great diversity of this vegetational resource which makes up a huge standing crop in leaves, flowers and wood plays an indispensable role in the urban areas ecosystem. For example, it functions as an air cleaner (produce oxygen, takes up carbon dioxide, absorbs dust, and reflects and absorbs noise), air conditioner (emits large volumes of water, reduces wind speed, and produce shade), objects of beauty, and habitat and food sources for birds, beneficial insects and other wildlife species. (3) Street Trees are selected for their aesthetic value or lack of need for care. The soil in the parkways where many are planted is usually hard and compact. Lawns constitute the major source of water and air for the roots of street trees. However, watering is usually light and frequent, which forces roots to grow close to the surface. Sometimes this results in roots dislodging sidewalks, with subsequent removal of trees. Education of citizens about water routines which are healthier for trees and lawns i.e. infrequent thorough soakings, may help alleviate this problem.

Animal Life: Information on animal species which are inhabitants of Berkeley is incomplete. Although several studies document species of birds, mammals and reptiles and amphibians found in the greater Bay Area, these reports are too general to be useful to planners who must deal with specific locations within the City. Balancing this lack of data, however, is the fact that since most of the City is developed, there are only a few major areas where a diversity of wildlife still exists. These areas are the Berkeley hills (including Strawberry Canyon), Aquatic Park and the Marina area. Yet many species of wildlife continue to inhabit the built-up portions of the City and should be protected where possible.

(6)  
Solid Waste: Present refuse disposal practices in the Bay Area include landfill, incineration, composting, grinding to sewers, and salvage and reclamation (recycling). Eighty-three percent of this solid waste goes into landfills (only a fraction of which can be regarded as sanitary landfills), 12 percent is incinerated and the rest is disposed of by a variety of methods.

The major problems with landfills are: 1) waste of materials that could potentially be converted into useful resources; 2) lack of new sites to accommodate the ever-growing mountains of garbage; and 3) unsanitary filling which pollutes the surrounding area. To the extent that most landfills cannot even be classified as "sanitary" at present, it would be an improvement over the existing situation to encourage greater use of sanitary landfill as opposed to open dumping of wastes.

Refuse disposal in the Bay Area is an especially critical problem. The method of disposal is almost exclusively by sanitary landfill. Many of the sites do not meet U.S. Public Health Department standards. Existing landfill disposal sites, 64 percent of which are situated on tidelands or marshlands adjacent to the Bay, will be sufficient only until 1978.\*

The major problem with solid waste arises from the fact that landfills are filling rapidly to their saturation point and alternative sites or waste treatment processing have not as yet been worked out on a regional or other basis. However, the recent passage of State Senate Bill 5 has mandated a planning process to deal with the solid waste problem on a county-wide basis and this planning process is now in effect in the Bay Area. A comprehensive solid waste management plan for Alameda County was completed in August, 1975.

\*According to Frank Hurlbut, professor of Mechanical Engineering at UC-Berkeley and a member of the City of Berkeley's Solid Waste Commission.



The City of Berkeley has an ordinance (No. 3864-N.S.) which regulates the collection, transportation, and disposal of refuse. The City also has a nine-member Solid Waste Commission, whose function is to:

- (1) Prepare a feasible Solid Waste Management Plan and Program for the City of Berkeley based upon sound ecological principles and coordinated to the maximum practical extent with solid waste plans and programs for the region as a whole;
- (2) Directly and continuously consider, study and work upon the problems of solid waste management for the City of Berkeley until a suitable solid waste management system has been devised and put into operation, the target date for which shall be on later than 1978;
- (3) Cooperate with citizens groups working on proposals concerning any aspect of solid waste management.

#### SUB-AREA DESCRIPTIONS

Since this initial study is an information document it is desirable to describe the city not only in terms of its natural physical components of land, air and water, but also in the terms in which it had to be considered during the planning studies. For this descriptive purpose the populated portion of the city can be broken down into areas, affording a more detailed look at problems and opportunities.

This additional description also offers the reader a feeling for the distinctions that were necessary to consider, as well as the unifying traits that were reorganized by the Planning Commission in arriving at policies that would apply to the total city. The general mandate was to protect the city's environment as well as its character, and at the same time to incorporate policies that would allow for change and new development to meet the needs of certain areas, and the general need to strengthen the local economy.

## CENTRAL AREA

The center of activity in Berkeley is its central area, bounded by Cedar on the north, Grove on the west, Dwight on the south and the city limits on the east. Physically the area is generally level in its southwestern portion with a range of hills rising along a diagonal which makes its northeastern half quite hilly. The Alquist-Priolo special studies zone adjacent to the Hayward Fault runs along the base of these hills. Students make up a majority of the population of the area: dormitories and group housing are extensive. Of conventional households, almost 70% are one or two person households with almost no large households. There is a high level of mobility -- almost 70% have been at their present housing less than one year. Less than 10% have lived at their present address more than five years. The residential density is almost twice that found in any other part of Berkeley.

The area includes interrelated areas of distinct character. The campus itself is dealt with in the University of California land use description. North and south of campus are areas of intense development of residential, commercial and institutional uses. West of the campus is the Central Business District and the Civic Center with adjacent residential, institutional and commercial uses. For discussion purposes, the campus and its environs east of Oxford-Fulton will be treated separately from the Central Business District and Civic Center.

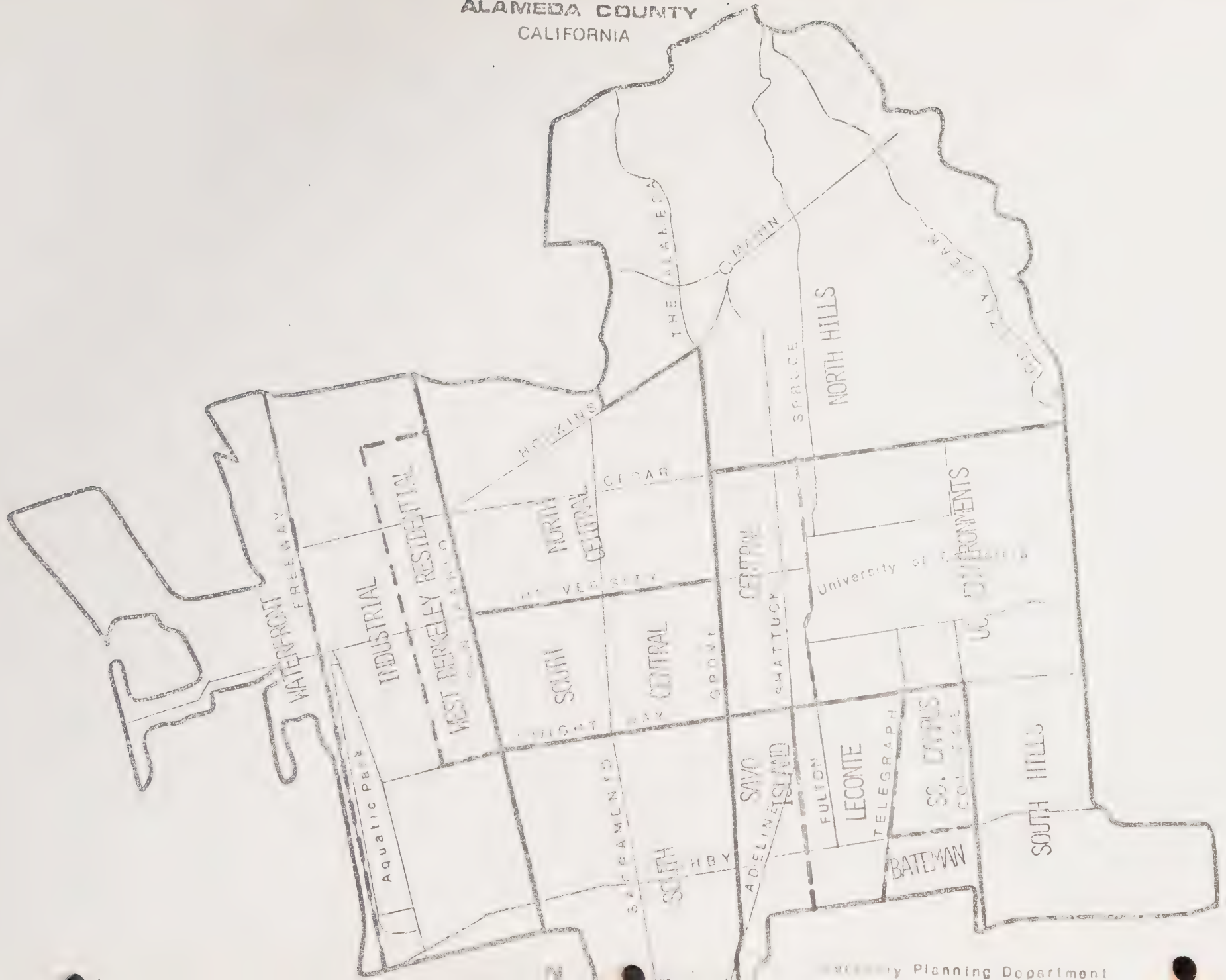
#### U.C. Environment

Development around the campus dates back to the establishment of the campus itself in the last quarter of the Nineteenth Century. Until rapid expansion of the University after World War II the campus itself had been adequate to provide educational needs and the environs adequate for providing residential and commercial needs of students and staff. With its remaining vacant land very steep, the University looked north and south of its traditional boundaries for sites for needed expansion. Classrooms, parking lots and auditoriums were planned along



BERKELEY  
ALAMEDA COUNTY  
CALIFORNIA

PLANNING AREAS







## Central Area, Cont'd

Hearst Avenue north of campus. Even more extensive plans for residence halls, parking structures and a library-museum complex were planned for the more level south campus area. Along Hearst Avenue the classroom buildings and parking structure have been built and some land in the area planned for residence development is in University ownership. In the south campus, two of six planned dormitory complexes have been constructed as well as the art museum and several parking structures and lots. Of the remaining sites planned for residence halls, one was leased to the student coop and developed as apartments; another is vacant and being considered for open space or an intramural sports facility; another still is used for offices in the old Anna Head School buildings; and the last is used for surface parking.

Concurrent with expansion of the University has been expansion of other institutions in the area. Most prominent is the Graduate Theological Union with headquarters in the north campus area. The Union is a coalition of theological schools which share library, classroom, housing and other facilities. A number of homes and apartment buildings have been acquired in the north campus area to consolidate their activities and housing needs. Their long range general intention is to dispose of properties outside the North Campus area. While this could return land elsewhere in Berkeley to the tax rolls, its plans to build a large library are seen by some persons as a further intensification of activity in an already congested area.

The expansion of the institutions has been accompanied by more intensive residential and commercial development. High density apartments have replaced older single family homes and rooming houses. Even the population of Panoramic Hill, which has very poor emergency access, has expanded through development of its remaining lots, legal and illegal conversions of homes to apartment and the renting of rooms in this area which creates an attractive wooded environment within walking distance to the campus. Commercial development along Telegraph

## Central Area, Cont'd

Avenue has extended along the side streets. In the more limited commercial area north of campus, stores to serve resident needs (such as drugstores or hardware stores) have been replaced by restaurants and specialty shops drawing their business from the campus and the community as a whole.

Growing with these activities has been the number of cars in the area. Within the area traffic is very congested. Campus-bound cars contribute to excessive traffic throughout southeast Berkeley. Parking spills over into nearby residential areas. Much land is given over to parking structures and lots. Some steps are being taken by the University to encourage use of other modes of transportation.

Many older housing structures have been removed. In their place have come apartments and dormitories. Other housing has been converted to non-residential use. Much of the housing stock (especially in the area south of the campus) is newer, crowded and often expensive. Its occupants are mostly students and young adults attracted by campus activities. Because of the loss of housing sites to other activities, the number of persons living in the area has actually declined since 1950. The high demand for housing continues and students compete for housing in all parts of Berkeley.

Indications are that the University, Graduate Theological Union and other institutions in the area have largely completed their expansion. With high costs, their growth and change will be aimed on updating and making their activities more efficient. The city will need to work with these institutions to find development solutions that are compatible with the needs of the general population as well as the institutions by maximizing mixed use.

As demands for municipal services grow more rapidly than revenues, the land taken off the tax rolls by institutions becomes more of a problem. While recognizing the contributions that the University makes to the community, methods for obtaining revenue to compensate for the taxes lost from institutional uses should be explored.



## Central Area, Cont'd

### Central District

West of the campus and its environs is the Central District. This includes the city's commercial center with its BART Station, the Civic Center, high school and theater, community hospital, University properties, and residential development.

The Central Business District, whose core is at the BART Station at Center and Shattuck, has Berkeley's highest concentration of office and retail development. It has evolved from a general purpose shopping area to dominance by private, government and University offices and financial institutions. The Wells Fargo Building and new Great Western Building are the tallest private buildings in Berkeley. The scale of retail buildings, however, is modest. While major improvements were made to the design and appearance of Shattuck Avenue when BART was built, the width of the street still somewhat impedes its pedestrian amenity. Specialty shops, restaurants and theaters have helped maintain its vitality as a retail center, but general merchandise sales have declined in recent years. The large daytime population of University students and staff and downtown office workers provide stability, if not growth, to retail trade.

Government agencies (federal, state and local) occupy much office space in Berkeley. Growth of office demand due to completion of BART is developing slowly. The Great Western building has not yet become fully occupied. The Bank of America has postponed or abandoned plans for an office tower in their downtown location.

Aside from these major activities, a variety of automobile repair shops, parking lots and vacant or underused structures occur west of Shattuck Avenue. The economic and social viability of the area could be improved if these were replaced with appropriate residential and/or commercial uses compatible with other Central Business activities. Problems facing the planning and development of downtown include: increasing its economic vitality without increasing automobile traffic; maintaining its architectural scale and amenities; improving its physical

## Central Area, Cont'd

relationship to the campus; and encouraging residential development in appropriate locations.

The Civic Center, including the City Hall complex, County Court Building, Farm Credit Building and Civic Center Park are closely related to the central district. Berkeley is purchasing the Farm Credit Building for its offices which will increase the public employment in the central area as city offices are consolidated in the new quarters. The county will be building additional courts to expand this activity in Berkeley. The Civic Center, thus, is an employment hub as well as a visual and symbolic landmark. Related to it is the high school and theatres which serve both students and the communities.

Most housing in the area is outside the central core, though some of the older hotels in the area have permanent residents. University Avenue and other streets have some apartment buildings. South of the high school are many newer apartment buildings and some older homes, many of which have been converted to apartments. North of University Avenue the area is intensively developed with apartments except for the Oxford Tract owned by the University. This is used for agricultural studies; this activity is an underutilization of this strategic location.

Herrick Hospital at the southwest corner of the area serves the community with emergency medical care and a number of clinics. Its planned expansion will result in more intensive development on its existing land. Facilities will be modernized and services increased. Plans for construction at Grove and Dwight have been abandoned though the site is used for hospital parking. Problems of traffic congestion and parking associated with the hospital may have an adverse effect on nearby residential areas as the hospital renovation is completed.

In summary, Berkeley's central area includes many activities, some compatible with a strong economic and social center for the community and some inconsistent with such development. Careful planning can result in attractive development that serves a variety of public service, cultural, commercial, residential and educational needs.



## NORTH HILLS

The North Hills area is bounded on the north and east by the Contra Costa County line, on the south by Cedar Street and on the west by Grove Street and the Albany city limits. It is characterized physically by sharply rising hills which provide spectacular views of Berkeley and the Bay Area. Its eastern boundary is identified by Tilden Regional Park; its other boundaries blend into adjoining areas with no sharp changes in topography or development characteristics.

The area is largely residential with single family homes predominating. Only in the southwestern part of the area are apartment buildings found. As the terrain becomes more rugged, the lots and homes become larger. Retained in the course of development were the large Cordonces Park and Live Oak Park, the latter having a recreation building and an art center. Other small parks are found in the hills but the areas north and south of Solano Avenue have no accessible parks. Its residential density of 22.1 persons per acre in 1970 is the lowest of the planning areas.

A major commercial center has developed along Shattuck Avenue between Cedar and Rose. This serves North Berkeley with supermarkets, banks, households needs and personal services; its specialty shops and restaurants draw business from a city-wide and regional market. Along Solano Avenue another major community shopping area extends into Albany. No commercial uses are located in the hills.

Its population is mostly white. West of Shattuck the aging population is being replaced by more young families and individuals. In the larger homes of the hills families of 3 to 5 persons are still the majority of households, but this population is aging and an increasing number of households have no children. However, some homes have been rented to or purchased by groups of adults. In other homes small apartments have been developed or rooms rented out.

Taken as a whole, the north hills is a prosperous, stable area. In common with other areas of Berkeley, automobile ownership has increased and, with it, traffic through the neighborhoods. The lack of commercial uses in the hills pro-

## NORTH HILLS, Cont'd

duces longer convenience shopping trips. The success of the commercial centers and the attractiveness of its parks has resulted in traffic being generated from other parts of the city. Those residential streets adjacent to the commercial and recreational centers are especially affected by this non-local traffic.

The most discussed problem is concern over increased density. In the eastern part of the hills, many persons are seeking stricter enforcement of the single family district regulations. Such enforcement is expected to prevent groups of unrelated adults sharing a home and to reduce the number of illegal apartments. Groups and individuals have been willing to pay premium prices for these homes or small apartments in them. The results, as perceived by many residents, are increased density (in persons and, more importantly, cars), higher assessments and taxes, and a population shift from traditional families to more mobile households.

Another aspect of the north hills is its comparatively greater exposure to property-related damage from unstable soil and earthquakes. Some homes have been damaged by settlement. In the event of a major earthquake along the Hayward Fault which runs through the area, damage to homes could be severe, although the predominantly woodframe construction is well designed to withstand moderate earthquake shaking.

Most of the north hills area is developed in ways consistent with its topography and limited accessibility. Except for the development of well-designed single family homes on vacant lots, the consensus of residents is that more intensive residential or commercial development should be prevented. The existence of natural hazards in the area supports this preference.

Housing demand in the community remains high, and methods may be developed that can permit greater utilization of the housing resource of this area without compromising its natural amenity. However, the planning principles of limitations on traffic and on potential density should continue.

## NORTH CENTRAL AREA

The North Central area includes the area east of San Pablo, north of University Avenue, west of Grove Street and south of the Albany city limits. The land slopes upward to the east but has no distinctive topographic landmarks. Many locations have excellent views of the Bay, San Francisco and Marin County.

The area is separated from its neighbors on the west and south by major commercial arterials, San Pablo and University Avenues. These are among the most heavily travelled streets in Berkeley. To the east, Grove Street is also a busy street but here the land uses to a greater extent continue along and across Grove Street. To the north the pattern of residential use continues into Albany and northeast Berkeley.

Within the area the major north-south arterial is Sacramento. A series of east-west collector streets (Hearst, Delaware, Cedar, Hopkins, and Gilman) provide access through the neighborhood, to the north Berkeley BART Station at Sacramento and Delaware and to the Eastshore freeway.

Except for the peripheral arterials, the area is predominantly residential with two small neighborhood shopping areas at Monterey and Hopkins and along Gilman serving local needs. A wide variety of housing is found in the area from large, old brown-shingled homes, new high density apartments, attractive smaller single family homes and many one-story, two and three unit buildings that blend well with their single family environments. Except for the new apartment buildings in the southeastern part of the area, most housing was built between World War I and World War II. While some of the housing is now in need of rehabilitation the neighborhood as a whole is attractive and well-maintained.

The population is highly diverse, mirroring the city-wide pattern in 1970. It has the largest proportion of asians (12.9%); almost a quarter of its population is black. Like the city as a whole, over 40% of its households contain one or two persons, close to 50% have three to five persons and over 10% have six or more persons. Its population is somewhat more stable with less than 30% new to their homes



## North Central Area, Cont'd

in the last year and over 40% having lived in their current home over 5 years. A wide variety of income levels, ages, and lifestyles further enrich the social make-up of the community.

The short and long range impact of the North Berkeley BART Station is a major concern in the area. Several years ago the area was zoned to limit high density residential development. Residents are still concerned that its convenient location and general amenity will cause Berkeley to yield to pressures for higher density. The impact of traffic to the BART Station is already felt in the neighborhood. More intensive development in an area already short of park and recreational facilities could potentially be detrimental to the diversity and amenity that characterize North Berkeley.

The vacant BART land east of the station along the north side of Hearst Avenue is an immediate focus of concern. The Peralta Junior College District has agreed to purchase a portion of the strip for a non-traditional learning center despite the city's refusal to agree to the development. A study committee recommended retention of the strip for open space and community facilities. Others have recommended at least partial development to meet pressing housing needs of the community in a location so well served by public transportation.

The Santa Fe railroad also crosses the area. A number of vacant parcels could be created when this line is abandoned because private lots and some excess BART land are adjacent to the right-of-way between the BART Station and Hopkins Street. The city is planning to purchase the Santa Fe right-of-way. The schedule for this purchase and Berkeley's ability to obtain adjacent property make the future of this land uncertain.

North Central Berkeley illustrates the kind of physical and social mosaic Berkeley favors. The BART Station has already introduced a new component to the community. The character of development (or lack of it) that occurs on the Hearst Strip, Santa Fe right-of-way and other vacant parcels north of the BART Station have

## North Central Area, Cont'd

the potential for complementing and supporting the existing community or changing it, physically or socially.

North Central Berkeley has concerned residents and an attractive development. The area offers challenging opportunities to plan for changes so that the area is enhanced and its basic character retained.

## SOUTH CENTRAL AREA

South Central Berkeley includes the Area bounded by University Avenue on the north, Grove Street on the east, Dwight Way on the south and San Pablo Avenue on the west. Affectionately known as the "flatlands", its topography is generally even. Its northwestern sector is potentially subject to inundation in the event of a 100-Year flood.

Like North Central Berkeley, two of its boundaries (University and San Pablo) are major commercial arterials. While these provide access to shopping and public transportation, the overflow traffic and parking from these uses often intrude on adjacent lower density residential areas. Grove and Dwight are also arterials but are narrower and developed largely as residential streets with uses similar to the interior of the area.

The pattern of residential development includes many large older homes in the eastern part of the area; most of these have been converted to apartments or offices along Grove. A variety of older homes, duplexes and new apartments are found between Grove and Sacramento Streets. West of Sacramento smaller single family homes share the area with more intense apartment development near University Avenue. The largest single development is the 142-unit senior citizen development backing up to Addison Street. Small, older two and three unit buildings are common. A number of new higher density buildings (generally six to ten units) were developed

## South Central Area, Cont'd

in the late 50's and early 60's. Concern with the changing character of the neighborhood led to rezonings in the areas east and west of Sacramento to more restrictive classifications in recent years.

The population of the area is very diverse. In 1970 more than one-third of its population was black and 10% was Asian. Much of its population is very stable with 36% having lived in their homes more than five years. By contrast, 33% have lived in their present residence less than one year. Reflecting its central location and the number of apartments and senior citizens, 46% of the households are one and two person households while less than 10% have six or more persons.

Between Sacramento and Crocker the only public open space is a small mini-park and the school playground. The Civic Center intrudes into the area between Allston and Addison. West of Sacramento major public and private developments abut the lower density residential that predominates. The city's corporation yard is at Allston Way and the Santa Fe Railroad; the city hopes to relocate to an industrial location. Non-conforming industrial uses are still found along the Santa Fe tracks. West Campus High School and Swim Center face University Avenue, Bonar Street and Addison Street. In this area, as well, a mini-park is the only usable public open space.

The eastern part of the area about the Civic Center complex including city and county offices as well as Berkeley High School. These developments generate intensive traffic and daytime parking through a large portion of the area. The Traffic Management Plan is attempting to minimize through traffic on residential streets. A number of proposals have been considered to reduce the parking including restricting long-term parking in the area to residents and creating incentives for employees to car-pool or use transit.

In the western part of the area, opportunities for new development (or parks) exist if the corporation yard is abandoned, the Santa Fe right-of-way is obtained or



## South Central Area, Cont'd

non-conforming industrial uses are relocated. These uses at present have a blighting effect on the area. The city's commitment to obtaining the Santa Fe right-of-way and to eventually converting the bowling greens to general public use has served to encourage private improvement. A skilled nursing center scaled to the residential character of the neighborhood has been approved near the large senior citizen center and across the street from the corporation yard. Needs still exist, however, for more parks and public services.

The rezonings have stabilized the residential uses. Speculative ownership is being replaced by greater owner-occupancy. This should result over time in maintenance of the area as an attractive moderate income residential area. Public action, however, is needed to complement private actions. This includes steps to control parking demand generated from the Civic Center complex, relocation of the corporation yard, more public open space, public improvement of the Santa Fe right-of-way, needed public services, and appropriate assistance to improve residential properties serving low and moderate income households.

Reconstruction of San Pablo Avenue will act as an incentive to improve private adjoining parcels. If such improvements can be realized, the adverse effects on the interior of the area can be mitigated.

## SOUTH BERKELEY AREA

South Berkeley covers the area bounded on the west by San Pablo Avenue, on the north by Dwight Way, on the east by Grove Street and on the south by the city limits. It is generally level in topography and subject to no special natural hazards.

Besides major streets around its periphery the area is bisected by Ashby Avenue which carries 25,000 cars per day between the freeway, Tunnel Road and intermediate points. The BART Station at Grove is a potential focus for both regional transportation and commercial development. Adeline-Alcatraz is the largest

## South Berkeley Area, Cont'd

commercial area; other commercial developments are located along Sacramento Street at Dwight Way and south of Oregon Street.

The residential uses are varied in both type and condition. The largely single family area bounded by San Pablo, Dwight, Sacramento and Ashby recently completed a federally-assisted code enforcement program which improved virtually all the homes in the area. Coupled with restrictive zoning, park improvements, traffic controls and public improvements to streets and sidewalks, the area has become an extremely stable and viable neighborhood. Other parts of the community are struggling with deteriorated housing, new apartments of marginal quality and limited parks and public facilities.

Besides San Pablo Park, the parks and open spaces include recent mini-parks and Grove Street Playground. Public facilities include two elementary schools, a branch library, a community building and social services operating out of private facilities.

The population is largely black with larger than average households. Forty-eight percent of the households have 3 to 5 persons and 16.4% have 6 or more. Almost 50% of the residents have lived in their homes over 5 years; only 22% moved in during the last year. Its overall density of 42.5 persons per residential acre is only slightly above the city-wide average. Much of the population is low income with a high rate of unemployment.

A major concern is rehabilitating or replacing deteriorated housing. The low income in the area inhibits the ability of owners to make needed repairs. Economically, low density new development is not feasible and like other areas of Berkeley, there is concern over low quality apartment development. High interest rates and "redlining" have also inhibited new development. Programs funded by the Community Development Block Grant are helping some owners meet emergency situations and obtain financing to make needed improvements.

## South Berkeley Area, Cont'd

The economic decline of the Adeline-Alcatraz commercial area is of concern because of the reduced services available to residents and the diversion of resident spending to other communities. Planning is underway to turn the tide in this area so it better serves South Berkeley residents and becomes an economic asset to the community. A similar problem is reflected in the commercial development along Sacramento Street south of Oregon. With the removal of the Santa Fe tracks and replacement with attractive public development, the hope is that improvements to the amenity and economic vitality of the area can be achieved.

South Berkeley, even more than South Central and North Central Berkeley, is subjected to heavy traffic along arterials in residential areas. Ashby Avenue and Grove Street are both major freeway connectors. Methods are needed to reduce the impact of this traffic. Its width and ease of travel cause Sacramento to be used in a similar fashion, but with less environmental effect because of the width of the street.

Development above and around the South Berkeley BART Station is seen as an opportunity to revitalize the area. While a number of conceptual schemes have been proposed, a feasible and acceptable plan has not yet been devised.

With its low income large numbers of families and increasingly large senior citizen population, South Berkeley needs a wide variety of social services such as health care, senior centers and child care. A result of the Model Cities program was acquisition of a community center, but its space and facilities are quite limited.

While South Berkeley has many problems -- social, physical and economic -- it has a number of positive factors working in its favor. These include a stable population, a varied and largely sound housing stock and opportunities for economic development around the BART Station as well as the commercial centers at Adeline-Alcatraz and Sacramento Street.



## South Berkeley Area, Cont'd.

The strongest expression of community concern has been the need to increase economic activity and to raise the general level of employment and income in the area. Development policy and zoning control can accomplish little toward meeting these objectives. Much will depend upon ability of the economy of the Bay Area to provide job opportunities to residents. If the income of residents can be increased, their ability to improve their own homes and support local business will also increase. Public improvements to streets and parks have been achieved in recent years and have greatly improved the area. Continuing public improvements coupled with a vigorous program of housing rehabilitation and possibly more restrictive zoning controls in residential areas will help produce an environment more inviting to economic development.

## WEST BERKELEY AREA

West Berkeley includes all the land and tidelands west of San Pablo Avenue. Only the residential area bounded by San Pablo on the east, Dwight Way on the south, Sixth Street on the west and Camilia on the north will be considered in this section.

West Berkeley traces its development to Berkeley's earliest days when San Pablo Avenue and the railroads were developed. A number of historic Victorian homes and churches are still found here. With industrial development around three sides and the commercial arterial of San Pablo Avenue on the fourth, West Berkeley has established a separate identity. The area itself is bisected by University Avenue, resulting in two sub-areas with very individual characters. The area north of University Avenue is still predominantly single family homes. Two and three unit buildings are also found. Kenney Park provides park space, and a recreation building will be completed soon.

## West Berkeley Area, Cont'd

South of University the apartment development of the 1960's is visible. The largest is a 48-unit moderate income apartment for families built across from Columbus School. The area has a small mini-park but more recreation has been inhibited by lack of funds and concern over loss of housing. This part of the community does have the best access to Aquatic Park west of the industrial area.

The boundary between residential uses and industrial uses has never been sharply defined. As residential development grew from San Pablo Avenue and industry expanded from the railroad lines, overlapping occurred. Small industrial uses are still found in the residential area and houses are found in a number of locations designated for industrial use.

Commercial uses around the San Pablo and University intersection serve resident needs for groceries, drugs, personal services and hardware. These are interspersed with restaurants and other activities serving city-wide and regional demand.

While the population is largely black, a large number of white and Spanish Heritage persons live there as well. Of all the areas of Berkeley, it has the smallest proportion of one and two person households (28%) and the highest proportion of six or more person households (almost 20%). Many of its residents have low incomes.

In the late sixties a neighborhood plan for the area was developed and adopted. Neighborhood organizations and residents worked with staff to identify problems, establish goals and recommended specific actions to alleviate problems where possible. Traffic controls were installed to control truck traffic and high speed automobile traffic through the area. Plans for a neighborhood park south of University adjacent to Columbus School were developed. In 1971 an inventory of needed physical improvements was prepared which documented the extent of housing deterioration; needs for street and curb improvements, lighting and street trees; and the condition of storm drains and sewers.

## West Berkeley Area, Cont'd

The resolution of industrial-residential issues remains the most difficult land use problem facing West Berkeley. Sixth Street, while functioning as a major industrial is bordered on the east with residential zoning and use. The West Berkeley Industrial Park redevelopment project plan which will remove the remaining housing from an eight block area adjacent to the West Berkeley neighborhood is resisted by individuals and groups who are concerned with the loss of usable low cost housing. Proponents of the plan argue that the benefit to the city in terms of tax base, jobs and quality development will better serve the needs of all persons in the community than retaining a mixed industrial-residential area of deteriorated housing. The other side of the problem is the continued operation of non-conforming industrial uses in the residential area. While the intent is to eventually relocate such activities, a short term need to reduce their adverse effect on residential neighbors cannot be ignored. A further problem of trucks parking in the residential area has not been adequately resolved.

Like South Berkeley, residents and groups in West Berkeley have worked diligently to address long standing problems. Lack of both public and private resources have made progress slow. In recent years, attention has come to the community both in terms of its social needs and its unique history. This could stimulate accelerated actions to further implement the 1969 neighborhood plan.

## SOUTHEAST BERKELEY

Southeast Berkeley is bounded by Grove Street on the west, Dwight Way on the north, College Avenue on the east and the city limits on the south. The topography is generally level with a gentle rise occurring toward the east. The area consists of four distinct sub-areas.



## Southeast Berkeley, Cont'd

The area between Shattuck and Grove has undergone extensive change in recent years. A large site previously occupied by emergency wartime housing has been replaced by: surface parking serving Herrick Hospital; an early learning and continuing education center at Derby; a senior citizen housing project at Russell; and plans for new low and moderate income housing at Milvia and Ward. Planning for the housing project has involved residents of the area to insure that planning and development are coordinated with improvements to existing housing and public areas. This sub-area will continue to include a mix of institutional, residential and commercial activities. The population is diverse with all races strongly represented. It is largely an area of small households with few young children.

Between Shattuck and Telegraph the area developed originally as a low density residential area of both large and small homes. Many are very old and architecturally distinctive. As Berkeley grew, however, many of the larger homes were converted to apartments or group living quarters. The northern portion is characterized by high density apartments which contribute to the traffic increases that have built up over the past two decades. The Traffic Management Plan has removed through traffic from Fulton and Ellsworth. This has greatly increased the amenity of this area but the impact of traffic diverted to other streets is still being analyzed.

The population is predominantly made up of young adults; 58% of the population is between 18 and 34. Two-thirds of the households contain only one or two persons. Racially, the area is 75% white. Almost one-quarter of the residents are University of California students.

Even more intense development occurs in the area bounded by Dwight on the north, College on the east, Ashby on the south and Telegraph on the west. While many apartment buildings have developed, many big, older, brown-shingled homes with large trees are still to be found, particularly in the southeastern part of the area. Some of these have been converted to apartments. The population of the area is predominantly white and over 40% of its residents are students. This population

### Southeast Berkeley, Cont'd

is very mobile. The commercial development along Telegraph and College and its proximity to the campus produces traffic congestion on arterials and parked cars on neighborhood streets.

Public facilities include Willard Park located adjacent to Willard Jr. High School and Swim Center. This is the only sizeable park south of the campus and east of Grove Street.

South of Ashby between Telegraph and College is the Bateman area containing Alta Bates Hospital, additional medical service facilities, a branch library and an area of low density homes extending south into Oakland. The homes on tree-lined streets produce a highly attractive residential environment. Until expansion of Alta Bates, the hospital was surrounded by the residential area with related medical uses clustering near Telegraph Avenue. In 1970 the hospital undertook a major expansion by building a new hospital building and parking structure. Concurrently a large medical office building was constructed. The result was to effectively remove all the housing north of the hospital. Remaining homes were converted to office use. The effect on the remaining neighborhood was profound. The increased activity brought traffic and increased parking in the area. Satisfactory ways of controlling traffic in the residential areas while permitting ease of access to hospital are still being studied.

Radiating north, south and west from the intersection of College and Ashby is the Elmwood Shopping Area. An established community shopping area, its character has changed in recent years from one serving surrounding residents to one with a more regional focus. Restaurants and specialty shops have been increasing in number. These activities bring traffic and parking problems that spill over into the adjoining residential areas. Plans are underway to obtain property on Russell Street for an off-street parking facility.

## Southeast Berkeley, Cont'd

Despite the disruption of new development such as the hospital, the intense traffic pressures of the area and the high mobility of its residents, southeast Berkeley as a whole still reflects the residential amenity, convenient services and accessibility that stimulated its original growth. For this to continue, however, the use of automobiles must be more effectively constrained by refined traffic management and improved alternatives to its uses. Conservation of older homes must be insured while seeking solutions to student housing problems. The era of rapid change is concluding in this area; integration of planning to meet these problems with existing activities and needs is now in order.

## SOUTH HILLS

The south hill area is bounded by Dwight Way on the north, College Avenue on the West and the city limits on the south and east. Like the north hills its topography is characterized by rising hills though the most rugged terrain is found in the easternmost tip and neighboring Oakland. Much of the area falls in the Alquist-Priolo special studies zone. A small portion along Claremont Avenue is subject to 100-Year flooding.

Like southeast Berkeley, the south hills are subject to intensive traffic. In addition to College Avenue, the Warring-Derby-Belrose arterial carries many cars to and from the campus. Ashby-Tunnel Road supplies direct freeway access to Oakland and Hayward to the south and Contra Costa County to the east. To the west Ashby supplies access to the Eastshore Freeway, downtown Berkeley and San Pablo Avenue. Claremont Avenue is also an access route to freeways serving San Francisco, downtown Oakland, Hayward and Contra Costa County, but is not as heavily travelled as Ashby.



## South Hills, Cont'd

The most elegant homes in Berkeley are to be found in the south hills. Large homes on large lots produce gracious residential environments both in the formal homes west of Claremont Avenue and the rugged natural sites east of Claremont. North of Derby and adjacent to the commercial areas are some higher density residential uses.

While commercial and institutional uses are intermixed with the residential uses along the length of College Avenue, the primary commercial area is at College and Ashby. As described in the section on southeast Berkeley, this area serves regional as well as local needs. The further commercial development along College from Woolsey south into Oakland provides the broader range of goods and services needed by residents. A small commercial area is located at Domingo and Tunnel Road. It is quite concentrated and provides a variety of personal services, auto services, a restaurant and gas station.

The area has no parks; this is less of a problem than in other areas because of the generally large lot size and open character of development. The major institutional use is the California School for the Deaf and Blind which occupies the northeast portion of the area; the schools are planned for relocation to a different city due to the proximity of the buildings to the fault line.

A visual focal point of the city located in this area is the Claremont Hotel. While only a small portion of the hotel property is within the city limits, its large site and distinctive architecture are visible from miles away. In addition to transient hotel accommodations the hotel hosts small conventions, operates a swim and tennis club, has a resident population of primarily elderly persons and has converted much space to office uses. The result is a great deal of traffic that further congests the streets of the area.

## South Hills, Cont'd

The population is largely white with a high proportion of students living in the northern section. Only the north hills have a lower overall density. Like the rest of Berkeley, a wide variety of households are found. Forty percent have 1 or 2 persons, 48% have 3 to 5 persons and 12% have 6 or more persons.

A major issue facing the future of the neighborhood is the future use of the site of the School for the Deaf and Blind. Because of environmental hazards and the rugged character of much of the site, development will require careful design which integrates the potentials and constraints of the location. The nature of this institution has been to generate little traffic or other problems while providing an attractive backdrop of buildings and open space for much of the neighborhood. Any future use (whether with development or as public open space) is apt to generate additional traffic in an area already overburdened by the effects of cars. The state, the University, the Regional Park District and the city are all studying possible appropriate re-use.

The large volumes of traffic throughout the area coupled with deficient arterial capacity remain the greatest problem in the area. Proposals to remove the Tunnel Road freeway access have found support locally but have been rejected by the state. Ways to decrease the capacity of Tunnel Road and thus to encourage use of the Grove-Shafter Freeway are being tried.

Introduction

The proposed Master Plan goals, objectives and policies have been set forth in matrix form for easier review and analysis. Three general categories of review have been established: Implementation, Environmental Review, and Potential Effects.

Matrix DefinitionsI. Implementation

1. Existing City Ordinance/Program -- This category determines if the policy in question is a reaffirmation of existing legislation or of an on-going activity. This might include programs carried on by the City such as the Community Action Program, the Community Development Block Grant projects, the implementation of Proposition "Y", or the Neighborhood Traffic Study.
2. Existing City Policy/Standard -- Refers to an accepted policy direction or standards which may guide City programs, however they may not necessarily be in the stage of implementation. City policies may include guidelines used by Boards and Commissions which provide a framework for decision making. There may be included professional standards such as the size of parks, location of specific commercial/industrial uses, or even neighborhood input on matters of local concern. Many policies falling in this category are also ones that were first enunciated in the 1955 Berkeley Master Plan and which are now being reaffirmed.
3. Proposed City Ordinance/Program -- a Master Plan policy in this category is one that will be implemented through actions by the City or other agencies, including private development.
4. Proposed City Policy/Standard -- Presumably all policies cited in this Master Plan document and adopted by the City Council fall into this category; however, this has generally be reserved for those policies which are of a broad nature and with little specificity but which can be considered projects under the definitions of the California Environmental Quality Act.
5. City Administrative Actions -- These actions will usually be in support of adopted programs; however, they may also include on-going departmental activities.



6. City Land Acquisition -- Usually policies subsumed under this heading are realated to open space acquisition programs although purchase for other public purposes is also permissible. Proposition "Y" funds are almost exclusively being used for the former purpose. Money generated by the 20¢ tax over-ride is \$607,400 for the first (1975) year. Total funds anticipated to be acquired through this means over the next five years is estimated at \$3,257,161.
7. Control by others (Public/Private) -- Those policies require substantial actions by outside agencies or private developers for their implementation.

## II. Environmental Review

1. Prior to CEQA/Prior EIR -- The proposed regulations, either predate the California Environmental Quality Act (and thus are exempt for its requirements) or they have been enacted subsequently and the appropriate environmental documents have been prepared.
2. Ministerial Actions -- Those actions which, pursuant to Section 21080 of the Public Resource Code, are exempt from the requirements of CEQA and no environmental documentation is required. Berkeley's "Guidelines For Implementing CEQA" define a ministerial action projects as "projects undertaken or approved upon given facts without regard to judgment or opinion concerning the applicable statute, ordinance or regulation may require, in some degree, a construction of its language by the approving officer."
3. Categorically Exempt -- A list of exemptions has been established by the City and listed in the above-mentioned Guidelines, pursuant to Sec. 21084 of the Public Resource Code, which are determined not to have a significant effect on the environment and are non-ministerial. Being exempt, however, does not imply that it should be or will be approved since that decision is often dependent on other than environmental factors. (See also IV. Non-Projects)
4. Master Plan Element EIR -- These are the policies whose impact will be specifically discussed in the balance of this initial

# City of Berkeley

## Master Plan Policies

Element: LAND USE

	AD - PROJECT	Implementation					Environmental Review				Potential Effect		
		EXISTING CITY GROWTH PROGRAM	EXISTING CITY POLICY STANDARDS	PROPOSED CITY GROWTH PROGRAM	PROPOSED CITY POLICY STANDARDS	CITY ADMINISTRATIVE ACTIONS	CATEGORICALLY EXEMPT	CEQA PLAN ELEMENT EIR	CEQA PROGRAM - EIR	PROJECT LEVEL REVIEW	ADVERSE	POSITIVE	NET BENEFICIAL
1. CHARACTER OF BERKELEY													
1.00 Zoning and Development Proposals													
1.01 Historic Buildings			X									X	
1.02 Population													X
1.03 Citizen Participation	X		X										
1.04 Traffic			X					X					
2. RESIDENTIAL													
1.10 Lower Density Residential Areas				X				X					
1.11 Existing Higher Residential Areas			X					X					
1.12 New High Density Development	X		X										
1.13 Municipal Facilities			X					X					
1.14 Protection of Residential Streets			X					X					
1.15 Extended Care Facilities													
1.16 Preserving Residential Areas	X		X							X			
1.17 Revitalize Ashby Avenue	X		X										
1.18 Sacramento Street Improvement			X								X		
3. COMMERCIAL													
1.20 Types of Commercial Areas	X		X									X	
1.21 Regional Commercial Activities	X		X										X
1.22 New Commercial Uses	X		X										X

\* Not a "project" under CEQA

(Cont'd)

# City of Berkeley

## Master Plan Policies

Element: LAND USE (Cont'd)

City of Berkeley

Master Plan Policies

Element: LAND USE (Cont'd)

	NON-PROJECT	Implementation							Environmental Review			Potential Effect							
		EXISTING CITY ORDINANCE/PROGRAM	EXISTING CITY POLICY/STANDARD	PROPOSED CITY ORDINANCE/PROGRAM	PROPOSED CITY POLICY/STANDARD	CITY ADMINISTRATIVE ACTIONS	CITY LAND ACQUISITION	CONTROL BY OTHERS (PUBLIC/PRIVATE)	PRIOR TO CEQA	PRIOR EIR	MINISTERIAL ACTIONS	CATEGORICALLY EXEMPT	MASTER PLAN ELEMENT EIR	FUTURE PROGRAM - EIR	PROJECT LEVEL REVIEW	ADVERSE	NONE	BENEFICIAL	TO BE DETERMINED
3. COMMERCIAL (Cont'd)																			
1.23 Traffic and Parking	x		x															x	
1.24 Design and Operation	x		x															x	
1.25 San Pablo Renovation		x	x												x			x	
1.26 University Avenue Development	x		x															x	
4. INDUSTRIAL																			
1.30 Modern Industrial Plants	x		x															x	
1.31 Relocation of Industrial Uses	x		x															x	
1.32 Industrial Uses in Manufacturing Areas	x		x															x	
1.33 Street Improvements in Industrial Areas			x												x				x
1.34 Harrison Tract Study	x		x																
1.35 Loading and Parking Facilities	x		x															x	
5. UNIVERSITY OF CALIFORNIA																			
1.40 University Enrollment	x		x					x											y
1.41 University Expansion			x					x							x				y
1.42 Joint Use of University Facilities	x		x					x											
1.43 Off-Campus Holdings						x		x							x				y
1.44 New Construction on Campus						x		x							x				x
1.45 Leasing Space in Central District	x					x		x											
6. OTHER INSTITUTIONS																			
1.50 Taking Property Off of Tax Rolls	x		x																
1.51 Adherence to Berkeley's Laws/Ordinances	x							x											
1.52 Return Unused Landholdings to Tax Rolls	x		x					x											

• Not a "project" under CEQA

(Cont'd)



# City of Berkeley

## Master Plan Policies

Element : LAND USE (Cont'd)

	NON-PROJECT	Implementation						Environmental Review				Potential Effect		
		EXISTING CITY ORDINANCE/PROGRAM	EXISTING CITY POLICY/STANDARD	PROPOSED CITY ORDINANCE/PROGRAM	PROPOSED CITY POLICY/STANDARD	CITY ADMINISTRATIVE ACTIONS	CITY DEPT ACQUISITION	CATEGORICALLY EXEMPT	MINISTERIAL ACTIONS	CATEGORICALLY EXEMPT	FUTURE PROGRAM - EIR	PROJECT LEVEL REVIEW	ADVERSE	BENEFICIAL
6. OTHER INSTITUTIONS (Cont'd)														
1.53 Locate Institutional Uses on Arterials	x		x	x										
1.54 City/BUSD Shared Use of Facilities	x		x											
7. SPECIAL CONCERNS														
1.60 No. Berkeley BARTD Station/Hearst Strip	x		x											
1.61 Ashby BARTD Station Air Rights					x									
1.62 Santa Fe Right-of-Way			x									x		x
1.63 Relocation of City Corporation Yard			x									x		x
1.64 Civic Center Park	x		x											
1.65 High-Density Residential on Oxford Street	x													
1.66 California Schools for Deaf and Blind	x											x		x

\* Not a "project" under CEQA

# City of Berkeley

## Master Plan Policies

Element: TRANSPORTATION

City of Berkeley		Implementation										Environmental Review				Potential Effect				
Master Plan Policies		NON-PROJECT	EXISTING CITY ORDINANCE/PROGRAM	EXISTING CITY POLICY/STANDARD	PROPOSED CITY ORDINANCE/PROGRAM	PROPOSED CITY POLICY/STANDARD	CITY ADMINISTRATIVE ACTIONS	CITY LAND ACQUISITION	CONTROL BY OTHERS (PUBLIC/PRIVATE)	PRIOR TO CEQA	PRIOR EIR	MINISTERIAL ACTIONS	CATEGORICALLY EXEMPT	MASTER PLAN ELEMENT EIR	FUTURE PROGRAM - EIR	PROJECT LEVEL REVIEW	ADVERSE	NONE	BENEFICIAL	TO BE DETERMINED
Element:	TRANSPORTATION																			
2.00	Integrate Berkeley's Transportation Facilities			x																
2.01	Reduce Dependence on the Private Automobile			x						x										
2.02	Expansion of Significant Traffic Generators			x											x				x	
2.03	Reduce Noise and Air Pollution	x																		
2.04	Conserve Energy	x					x													
2.05	Design, Develop, Maintain Safe, Attractive Facilities	x		x																
2.06	Encourage Berkeley Residence, Use of Public Transportation	x		x																
2.07	Involve Residents, Businesses, Institutions in Planning	x		x																
2.08	Maintain Emergency Service Access	x		x																
2.09	Temporary Street Closure			x																
2.10	Oppose Additional Freeway Construction			x																
2.11	Streets as Usable Open Space			x																
2.12	Street Cleaning Program	x		x										x					x	
2.20	Scenic Routes			x																
2.30	Transit and Traffic Priority on Major Streets			x																
2.31	Non-Residential Major Streets to Carry Most of Traffic			x																
2.32	Limit Speed on Residential Major and Collector Streets	x		x																
2.33	Balance Traffic and Transit Needs on Collector Streets	x		x																
2.34	Prohibit Street Widening Unless Extraordinary Conditions Exist			x																
2.35	Priority on Local Streets	x		x																
2.36	Prevent Through Traffic on Local Streets			x							x									
2.37	Improve Local Streets With Physical Improvements			x													x			x
2.38	Permit Compatible Transit Service on Local Streets	x		x																
2.40	Insist on Coordination of Local Services	x		x																
2.41	Increase Public Awareness of Public Transportation	x		x																
2.42	Work With AC Transit to Reorganize Local Routes	x		x					x											
2.43	Coordinate Special Services	x		x					x											
2.44	Foster the Provision of Bus Shelters	x		x					x											
2.45	Support an Innovative Fare Program	x		x					x											
2.46	Support Transit Service Within One-Quarter Mile of Homes, Businesses, Educational Institutions, and Recreation	x		x					x											

• Not a "project" under CEQA

(Cont'd)



Master Plan Policies

*Element*: TRANSPORTATION (Cont'd)

City of Berkeley		Master Plan Policies		Element : TRANSPORTATION (Cont'd)	
Implementation	Environmental Review	Potential Effect	NON-PROJECT	2.47	Explore Methods to Increase Transit Usage
				2.48	Give Priority to Transit Movements on Major Corridors
			X	2.50	Discourage Parking in Residential Areas by Employees and Students of Nearby Major Commercial Establishments, Offices and Institutions
			X	2.51	In Locations Well Served by Transit, Permit the Reduction or Elimination of Parking Requirements in New Residential Development or the Location in Existing Parking Structures
			X	2.52	Encourage Retail Establishments to Provide Transit for Reimbursement
			X	2.53	Major Employment Centers Employee Parking
			X	2.54	Increase Fees for Long-Term Daytime Parking
			X	2.55	Parking Lots in Residential Areas
			X	2.56	Maintain Short-Term Parking for Customers and Visitors in the Central District
			X	2.57	Encourage the University to Reduce its Surface Parking Lots
			X	2.58	Evaluate Shuttle Service Opportunities to Activity Centers
			X	2.59	Limit the Cars Associated with Each Residential Unit which rely Upon Public On-Street Parking for Storage
			X	2.60	Enforce Parking Regulations Against Parking on Lawns and Sidewalk Areas
			X	2.61	Provide the Opportunity for Safe, Convenient and Pleasant Bicycle Travel Throughout All Areas of Berkeley
			X	2.62	Encourage the Use of Bicycles for Both Transportation and Recreation
			X	2.63	Coordinate and Develop Inter-City Bike Routes
			X	2.64	Promote Installation of Bicycle Storage Devices at Major Activity Centers
			X	2.65	Evaluate and Complete the System of Planned Bikeways in Berkeley
			X	2.66	Locate Bikeways on Streets with Lower Volumes of Automobile Traffic for Safety and Reduced Levels of Harmful Exhaust Fumes and Unpleasant Noise



# City of Berkeley

## Master Plan Policies

Element: TRANSPORTATION (cont'd)

City of Berkeley	Master Plan Policies	Element: TRANSPORTATION (cont'd)
Implementation	Project	2.67 Consider the Inclusion of Bikeways and/or Bike Storage in the Design of All New or Reconstructed Streets, Recreational Areas or Buildings
Environmental Review	EXISTING CITY GOVERNANCE/PROGRAM	2.70 Develop those Pathways deemed to be improved for Public Use of Buildings
Potential Effect	EXISTING CITY POLICY/STANDARD	2.71 Where feasible, develop new pathways to improve access to the urban and the central district
	PROPOSED CITY GOVERNANCE/PROGRAM	2.72 Maintain and improve bikeways in commercial areas
	PROPOSED CITY POLICY/STANDARD	2.73 Encourage trucks to use streets in industrial and commercial areas
	CITY LAND ACQUISITION	2.74 Limit to the extent possible the movement or parking of trucks in residential areas
	CONTROL BY OTHERS (PUBLIC/PRIVATE)	2.75 Prevent delivery vehicles from impeding traffic on or other transportation services
	FAIR TO GROW	2.76 Establish truck routes which reduce, as much as possible, truck use of residential streets
	ALL OTHER ACTIONS	2.77 Encourage Santa Fe to complete arrangements with the Southern Pacific Railroad to relocate their freight service to the Southern Pacific tracks
	CATEGORICALLY EXEMPT	2.78 Support the provision of Lincoln, Rapid Transit and BART services from Berkeley and Oakland to the Oakland and San Francisco International Airports
	MASTER PLAN ELEMENT	
	FAIR PLAY PROGRAM - EIR	
	PROJECT LEVEL REVIEW	
	AD. 100	
	BENEFICIAL	
	TO BE DETERMINED	

# City of Berkeley

## Master Plan Policies

Element: OPEN SPACE, CONSERVATION, AND RECREATION

City of Berkeley

Master Plan Policies

Element: OPEN SPACE, CONSERVATION, AND RECREATION

Implementation

Environmental Review

Potential Effect

	NOT PROJECT	EXISTING CITY ORDINANCE/PROGRAM	EXISTING CITY POLICY/STANDARD	PROPOSED CITY ORDINANCE/PROGRAM	PROPOSED CITY POLICY/STANDARD	ADMINISTRATIVE ACTIONS	LAND ACQUISITION	INITIALLY OTHERS (PUBLIC/PRIVATE)	PER TO CEQA	FOR EIR	INITIAL ACTIONS	LOGICALLY EXCEPT	OTHER PLAN ELEMENT EIR	OTHER PROGRAM - EIR	PROJECT LEVEL REVIEW	ADVERSE	ADVERSE	SPECIFIC	TO BE DETERMINED
3.00 Active Agencies Liaison	X																		
3.01 Preservation of Natural Resource Areas			X																
3.02 Pest Management Programs																			
3.10 Acquisition of Nearest Strip	X																		
3.11 Improve Existing Facilities																			
3.12 Acquiring Neighborhood Facilities	X																		
3.13 Improvement of Pathways																			
3.14 California School for the Deaf and the Blind																			
3.15 City Corporation Land	X	X																	
3.16 Facilities Budget	X																		
3.17 Parks Standards	X																		
3.18 Public Transit Access	X		X																
3.19 Non-Park Related Facilities	X																		
3.20 Recreation Activities	X																		
3.21 Innovative Land Use	X																		
3.22 Protection of Public Views																			
3.23 Coordinate Open Systems	X															X			
3.24 Street Landscaping Program	X		X																
3.25 Usable Open Space	X		X																
3.26 Provide Pedestrian Access																X			
3.27 Land Acquisition Program	X		X																
3.30 University Hill Lands	X																		
3.31 Recreation Commission Responsibility	X																		
3.32 Community Involvement	X		X																
3.33 Parks and Facilities Planning	X		X																
3.34 Recreation Facilities Design	X		X																
3.40 New Development Criteria	X		X																
3.41 Waterfront Design	X		X																
3.42 Increase Access to Waterfront	X		X																
3.43 Land North of Spinnaker Way			X													X			X

\* Not a "project" under CEQA



Master Plan Policies

1. THE RIGHT TO DECENT HOUSING

(Contd.)

• Not a "project," under CIPA



# City of Berkeley

## Master Plan Policies

Element: HOUSING (Cont'd)

City of Berkeley

Master Plan Policies

Element: HOUSING (Cont'd)

		Implementation										Environmental Review				Potential Effect				
		NON-PROJECT	EXISTING CITY ORDINANCE/PROGRAM	EXISTING CITY POLICY/STANDARD	PROPOSED CITY ORDINANCE/PROGRAM	PROPOSED CITY POLICY/STANDARD	CITY ADMINISTRATIVE ACTIONS	CITY LAND ACQUISITION	CONTROL BY OTHERS (PUBLIC/PRIVATE)	PRIOR TO CEQA	PRIOR EIR	MINISTERIAL ACTIONS	CATEGORICALLY EXEMPT	LATER PLAN ELEMENT EIR	FUTURE PROGRAM - EIR	PROJECT LEVEL REVIEW	ADVERSE	NONE	BENEFICIAL	TO BE DETERMINED
5. RESPONSIBILITY FOR HOUSING NEEDS OF UNIVERSITY-RELATED HOUSEHOLDS																				
4.41	Adherence to City Development Policies	X		X																
4.42	New University Housing								X						X				X	
4.43	Housing for 25% of Students	X		X					X											
4.44	Coordination and Cooperation	X		X					X											
4.45	Payments for City Services	X		X					X											
4.46	University-Owned Residential Buildings	X							X											
6. ROLE OF NEIGHBORHOOD RESIDENTS AND COMMUNITY ORGANIZATIONS																				
4.51	Housing and Neighborhood Conservation		X	X			X						X							
4.52	Development Decisions	X					X													
4.53	Mutual Self-Help	X					X	X												
7. DEVELOPMENT OF NEW HOUSING																				
4.61	State and Federal Programs	X		X		X	X													
4.62	Residential-Commercial Developments															X			X	
4.63	Publicly Owned Vacant Land						X		X							X			X	
4.64	Replacement Housing			X		X		X								X			X	

\* Not a "project" under CEQA

# City of Berkeley

## Master Plan Policies

Element: SEISMIC SAFETY/SAFETY

City of Berkeley

Master Plan Policies

Element: SEISMIC SAFETY/SAFETY

		Implementation							Environmental Review				Potential Effect							
		NON-PROJECT	EXISTING CITY ORDINANCE/PROGRAM	EXISTING CITY POLICY/STANDARD	PROPOSED CITY ORDINANCE/PROGRAM	PROPOSED CITY POLICY/STANDARD	CITY ADMINISTRATIVE ACTIONS	CITY LAND ACQUISITION	CONTROL BY OTHERS (PUBLIC/PRIVATE)	PRIOR TO CEQA	PRIOR EIR	MINISTERIAL ACTIONS	CATEGORICALLY EXEMPT	MASTER PLAN ELEMENT EIR	FUTURE PROGRAM - EIR	PROJECT LEVEL REVIEW	ADVERSE	NONE	BENEFICIAL	TO BE DETERMINED
5.00	Acceptable Exposure to Risk																			
5.01	Hazard Abatement																			
5.02	Fire in the Hill Areas				x								x							
5.03	Public Codes	x							x											
5.04	Emergency Plans	x		x		x														
5.05	Mutual Aid	x		x		x			x											
5.06	Community Awareness	x																		

\* Not a "project" under CEQA





# City of Berkeley

## Master Plan Policies

Element: CITIZEN PARTICIPATION

City of Berkeley

Master Plan Policies

Element: CITIZEN PARTICIPATION

		Implementation							Environmental Review				Potential Effect							
		NON-PROJECT	EXISTING CITY ORDINANCE/PROGRAM	EXISTING CITY POLICY/STANDARD	PROPOSED CITY ORDINANCE/PROGRAM	PROPOSED CITY POLICY/STANDARD	CITY POLICY/STANDARD ACTIONS	CITY FUND ACQUISITION	CONTROL BY OTHERS	PRIOR TO CEQA	PRIOR EIR	MINISTERIAL ACTIONS	CATEGORICALLY EXEMPT	MASTER PLAN ELEMENT EIR	FUTURE PROGRAM - EIR	PROJECT LEVEL REVIEW	ADVERSE	NONE	BENEFICIAL	TO BE DETERMINED
7.00	Improve Effectiveness of Planning Commission			x									x							
7.01	Develop Guidelines for Planning Area Committees			x		x							x							
7.02	Develop Clear Procedures for Citizen Participation					x							x							
7.03	Coordinate Neighborhood Area Plans			x									x							
7.10	Encourage the Development of Neighborhood Area Plans			x									x							
7.11	Develop Neighborhood Area Plans Which are Consistent With City-Wide Goals, Policies, and Objectives			x									x							
7.12	Consider a Variety of Views for Neighborhood Area Plans			x									x							
7.13	Neighborhood Area Plan Consent					x							x							
7.14	Submit Neighborhood Area Plans to the Planning Commission and City Council for Review and Adoption			x									x							
7.20	Neighborhood Land Use Review in the Zoning Ordinance		x	x									x							
7.21	Include Neighborhood Organizations in Notification Procedures			x									x							
7.30	Include Implementation and Budget Priorities in Neighborhood Area Plan					x							x							
7.31	Allocate City Funds in an Area With an Adopted Plan to Reflect the Priorities of the Neighborhood Area Plan					x							x							

\* Not a "project" under CEQA

They are not exempt from review under any CEQA category and are defined as projects. None of the policies placed in this category can be said to have a significant effect on the environment. Significant effect is a substantial adverse impact on the environment.

5. Future Program Environmental Evaluation -- Those policies which when implemented will, by the nature of their size and/or potential impact on the environment, require that environmental documents be prepared.

6. Project Level Review -- Those policies will require environmental documentation. Initial Study prepared by the lead agency pursuant to Section 15080 of the City's guidelines will determine whether an EIR is needed or a Negative Declaration can be adopted.

III. Potential Effects -- The three categories of Adverse, None, or Beneficial relate specifically to those policies which are evaluated in this Master Plan Initial Study. Those policies whose potential environmental impacts are to be established by means of a preliminary analysis are marked "To Be Determined."

IV. Non-Projects -- A policy is not considered to be a project when its physical impacts are not discernible. Guidelines are in CEQA Section 15037.

## ENVIRONMENTAL REVIEW

### A. ENVIRONMENTAL ANALYSIS OF ELEMENTS

I. Land Use - The environmental impact of this element on the city is deemed to be beneficial. The matrix reveals that many of the policies are reaffirmations of early policy directions provided by the 1955 Master Plan.

The Land Use Policy Map as a complement of the text demonstrates a concern for the expansion of open space acreage throughout the city, minimizes

large scale residential development to existing commercial districts and calls for the maintenance of the Flatlands area as a medium-low residential density. Implementation of these policies will necessitate environmental review, if appropriate, on an individual basis. No adverse impact on the city's resources is anticipated, with the possible exception of housing which may witness a shortage due to the increasing number of households.

IV. Housing - This element's policies do not of themselves lead to negative environmental impacts. As indicated above, they emphasize the primacy of the neighborhoods and do seek, through primarily conservation measures, to upgrade the quality of the existing housing stock. The city's experience with housing through the FACE program (Federally Assisted Code Enforcement), Model Cities' Housing Rehabilitation Program, the Community Development Block Grant Program and the city's pilot rehabilitation effort has revealed that no significant environmental impacts flow directly out of such conservation efforts. All the previously mentioned rehabilitation programs and any similar are categorically exempt from environmental review. Newly constructed single family and two family dwellings as well as multiple dwellings and dwelling groups of not more than 4,000 square feet of floor area are also exempt.

II. Transportation - The whole thrust of this element, in seeking to rely less on the private automobile as a basic means of transportation, will beneficially effect the environment through the reduction of air and noise pollution.



Many of the issues covered in the Transportation Element are an outcome of the Berkeley Neighborhood Traffic Study which had an environmental impact report completed by the Berkeley Public Works Department in February 1975. The policies designed to reduce the emphasis on the private auto should help Berkeley achieve cleaner air and less noise.

III. Open Space/Conservation/Recreation - The policies set forth in this element will have a positive impact on the environment upon implementation. The pursual of these policies will, depending on their nature, probably be categorically exempt from environmental review under Section 15113, Class 13 of Berkeley's Guidelines for Implementing CEQA. Current and future air quality would be enhanced if the plan's proposals were implemented.

The basic concern in the Waterfront Section is not only the preservation of this important natural resource, but the development of the shoreline with primarily recreational opportunities. Therefore, as in the Open Space Element, many of the implementation procedures will be categorically exempt from the requirements of CEQA. Nevertheless, the impact of this element is deemed to be beneficial.

IV. Seismic/Safety - This element focuses on reducing the risk which confronts residents of Berkely by just the fact of living in an area highly susceptible to natural hazards. The implementation of some of the policies can lead to relocation of households, particularly if it involves the reinforcement, relocation or demolition of structures highly susceptible to seismic damage. There may be negative economic impact on existing property owners whose structures are situated

in or near areas of seismic hazard, liquefaction or landsliding. In terms of minimizing fire hazards in densely wooded areas, a negative environmental impact can be anticipated where the city is involved with vegetation control. However, this is of a local nature and is regulated by the Fire Department in keeping with the city's mandate to preserve and protect the lives of residents. Individual structures, particularly those whose failure may affect substantial populations, will require individual environmental analysis at the time of implementation.

V. Noise - The suggested policies in this element are not considered projects by CEQA. They do address the need for greater effort in developing Federal, State and local legislation to reduce noise levels in urban areas. The noise contour map developed for Berkeley in September, 1975 shows that the lowest decibel reading over a 24 hour period to be found anywhere in the city is 60. Since much of the noise is a result of traffic patterns and levels, a careful analysis was done in the Neighborhood Traffic Study.

VI. Citizen participation - All of the policies set forth in this element have been categorized as being not projects under CEQA guidelines, and therefore are exempt.

#### B. UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

There are no adverse environmental effects which cannot be avoided if the proposed policies are implemented. Unavoidable economic impacts may result in those areas subject to seismic hazard as briefly discussed in the preceding section.

#### C. MITIGATION MEASURES

There are no adverse environmental impacts which are expected to occur from the

implementation of policies as such; therefore no mitigation measures are proposed with respect to them. However, the hazard abatement policy in the element makes a point of stressing that adequate measures should be taken to prevent undue economic hardship or relocation problems to the persons affected by the hazard abatement program. What this specific assistance will consist of has to be determined when the program is developed.

#### D. ALTERNATIVES TO THE PROPOSED PROJECT

There would appear to be two alternatives to the draft "Master Plan" -- No project or different policies. These alternatives are reviewed as follows:

1. No Project - This alternative is not possible because of legal requirements set forth at both the State and local levels. The State's Government Code relating to local Planning, Title 7, Chapter 3, Article 5 (Authority for and Scope of General Plans) spells out these elements of the plan required to be included. The 1955 Berkeley Master Plan did not include these latest requirements and would have had to be updated in order to conform with State Law. Furthermore, an Initiative (Neighborhood Preservation) Ordinance passed by the voters of Berkeley on April 17, 1973 spelled out under Section 3 (a) through (d) Procedures For The Correction Of Deficiencies Enumerated in Section 2 which speak directly to the need for a comprehensive revision of the city's Master Plan and the Zoning Ordinance as well as the process for doing so.

2. Since there are no legal alternatives to this project, the basic thrust of the proposed policies become the major tool for providing a real alternative for decision makers. These policies have been reviewed by the Berkeley City Planning Commission which is charged with preparing the Master Plan document and sub-



mitting it to the City Council for its consideration and adoption. During the forthcoming public meetings the Berkeley Planning Commission will assess the priorities and concerns of Berkeley residents. Policies may evolve from the meetings which refine or revise those in the draft Master Plan.

E. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USE OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The cumulative and long-term effects of the proposed project will not adversely affect the state of Berkeley's environment. Rather, the environment will be protected, maintained and enhanced to increase long-term productivity. Failure to implement the proposed project, or the specific policies per se, may pose long-term risks to health and safety particularly in the area of protection against natural hazards. The project, by bringing to light issues facing the city, can expand the awareness of future options and alternatives such as the addition of open space and ways to preserve and enhance the character of the City. It does not represent an irreversible set of commitments but it does provide a framework for evaluating alternate policies and their impacts, critical area definition, and the evaluation of development and program proposals in a uniform and comprehensive fashion.

F. IRREVERSIBLE ENVIRONMENTAL CHANGES

No irreversible environmental changes are anticipated in the implementation of these policies since their basic orientation is toward the preservation of existing natural and man made resources, including the housing stock. The very flexibility of these proposed policies suggests that if any such changes were forthcoming they would either be in keeping with basic city policy or of such a profound nature that means for determining their existence could not have been foreseen.

#### G. GROWTH-INDUCING IMPACT

It would appear that the net result of the proposed policies will not be growth-inducing for a variety of reasons including-- much lower overall residential densities and therefore reduced potential population holding capacity; no proposed expansion of commercial shopping areas; the halting of further high density development in many areas; limitations on building resulting from possible stringent seismic regulations; retention of open space areas in natural state or to be used for recreation rather than for urban development.

#### CONCLUSION

This Initial Study has revealed no significant adverse environmental effects should the project be implemented. It is recommended that the findings of this study be adopted by the Planning Commission and City Council and that a Negative Declaration be filed for the project.



FOOTNOTES

- (1) Berkeley, City of. Guidelines For Implementing the California Environmental Quality Act: Revised January 31, 1975, Adopted by Berkeley City Council
- (2) Joint Planning Program, Technical Staffs of, Association of Bay Area Governments (ABAG) & Metropolitan Transportation Commission (MTC). Projections of the Region's Future -- Alternative Population, Employment and Land Use Patterns in the San Francisco Bay Region: 1970-2000 (Series 2), Berkeley, September 1974
- (3) Olkowski, William. A Developing Model Integrated Control Program for Street Tree Insects in Berkeley, California. A Cooperative Effort by the City of Berkeley and University of California, Berkeley, Spring 1972
- (4) Berkeley, City of, Planning Commission, Housing Committee. The People of Berkeley - A Policy Document. Berkeley, November 1973
- (5) University of California, Office of the Chancellor. Southside Student Housing Project: Preliminary Environmental Study, Berkeley, February 1974
- (6) Berkeley, City of, Planning Department. Environmental Resources Inventory, Berkeley, October 1974
- (7) Bay Area Air Pollution Control District. Air Pollution and the San Francisco Bay Area, San Francisco, January 1975
- (8) East Bay Municipal Utility District. "Fact Sheet", Oakland, July 1975
- (9) Berkeley, City of, Department of Public Works. "Memorandum: Sanitary Sewer Service Charges", Berkeley, November 17, 1975
- (10) Berkeley, City of. Neighborhood Preservation Ordinance, April 17, 1973
- (11) Berkeley, City of, Planning Commission. Berkeley Master Plan: Amended to August 1968. Adopted by Berkeley City Council
- (12) Berkeley, City of, Department of Public Works. Berkeley Neighborhood Traffic Study: Environmental Impact Report, Berkeley, February 1975  
Berkeley Neighborhood Traffic Study: Environmental Impact Report, Technical Supplement, Berkeley, October 1974.
- (13) California, The Resources Agency of California. Guidelines for Implementation of California Environmental Quality Act of 1970. Sacramento, 1973
- (14) California, State of. Government Code -- State Law Relating to Local Planning: Title 7, Chapter 3, Sacramento, 1973
- (15) San Mateo, County of, Planning Department. Conservation and Open Space: Element of the San Mateo County General Plan, Environmental Impact Report, San Mateo, December 1973





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